



VISION ZERO

SAFE STREETS FOR EVERYONE

WHAT IS VISION ZERO?

- Set of strategies to achieve zero traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all
- Ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel
- New approach and different framework that starts from an acknowledgement that severe traffic crashes are **preventable**



Source: Vision Zero Network

KEY VISION ZERO PRIORITIES

1. Managing Speed

- ✓ Vision Zero calls on communities to prioritize safe speeds through safe street design, automated speed enforcement (or safety cameras), and setting safe speed limits.

2. Centering Equity

- ✓ Vision Zero communities should invest in proven safety strategies with a focus on ensuring equity. This includes identifying communities or populations that are disproportionately impacted by traffic deaths and serious injuries, and prioritizing roadway safety investments in these areas. It also means that if police are involved in Vision Zero, the community should make a public commitment to fair and equitable enforcement and ensure transparency and accountability on this commitment.

3. Engaging Communities

- ✓ Assessing which needs are greatest requires complementing a data-driven approach with robust community engagement. The Vision Zero Network recommends working with and supporting community-based organizations who have established trust and relationships with residents.

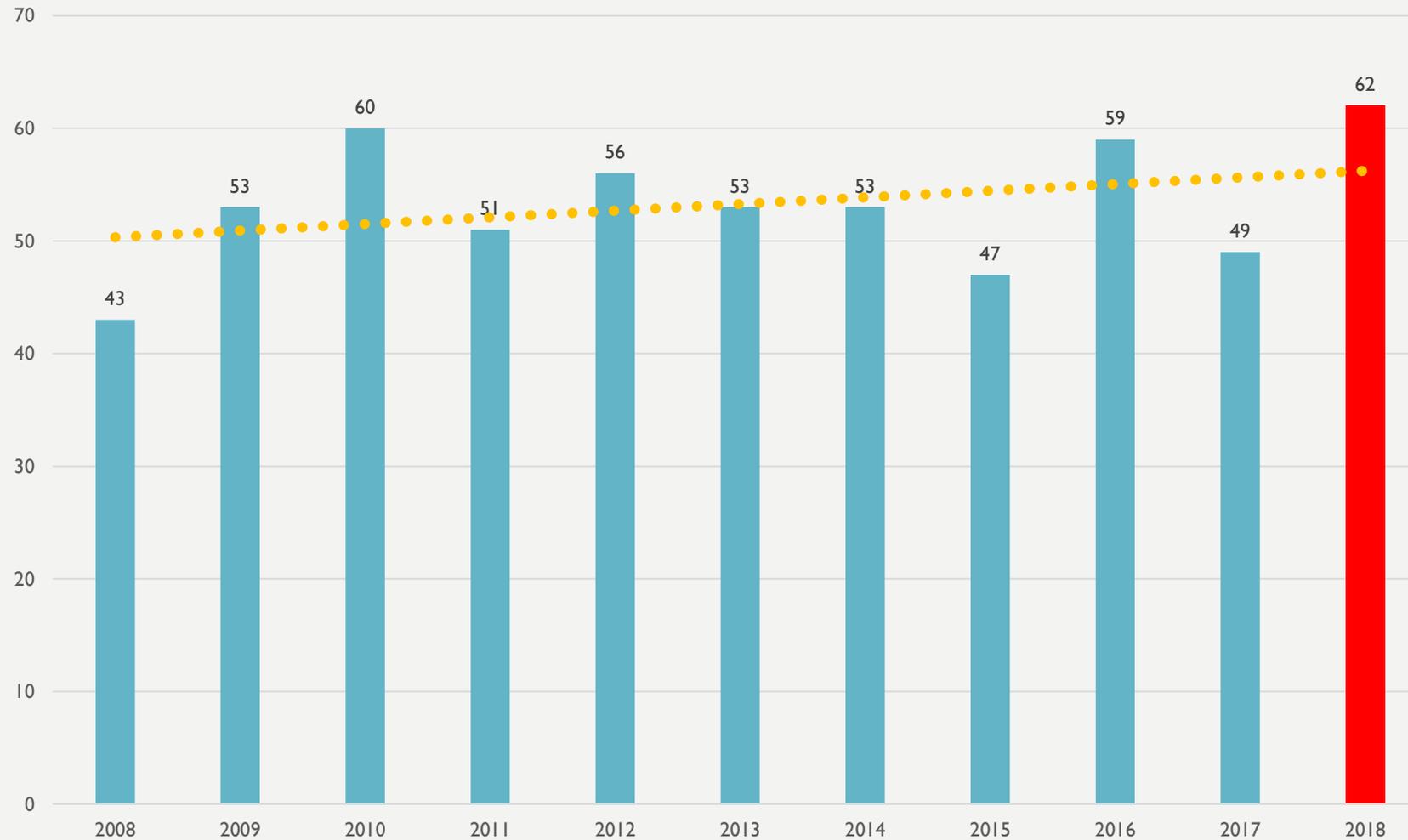


DATA

On average, **53** people die every year
in traffic crashes on O'ahu.

FATAL CRASHES TRENDING UP

All Fatal Crashes, Oahu, 2008-2018 *
(2018 = preliminary numbers/ non FARS)



586

people died in traffic crashes on O'ahu
(2008-2018)*

211

(36% of the total)
were people walking/biking
(2008-2018)*



19,775

people were treated at the hospital
for traffic crash injuries on O'ahu

estimated **\$63 million** O'ahu
(**\$105 million statewide**)

Emergency Room + Hospital-Admitted Costs

[does not include any other costs such as property damage, legal fees, etc.]

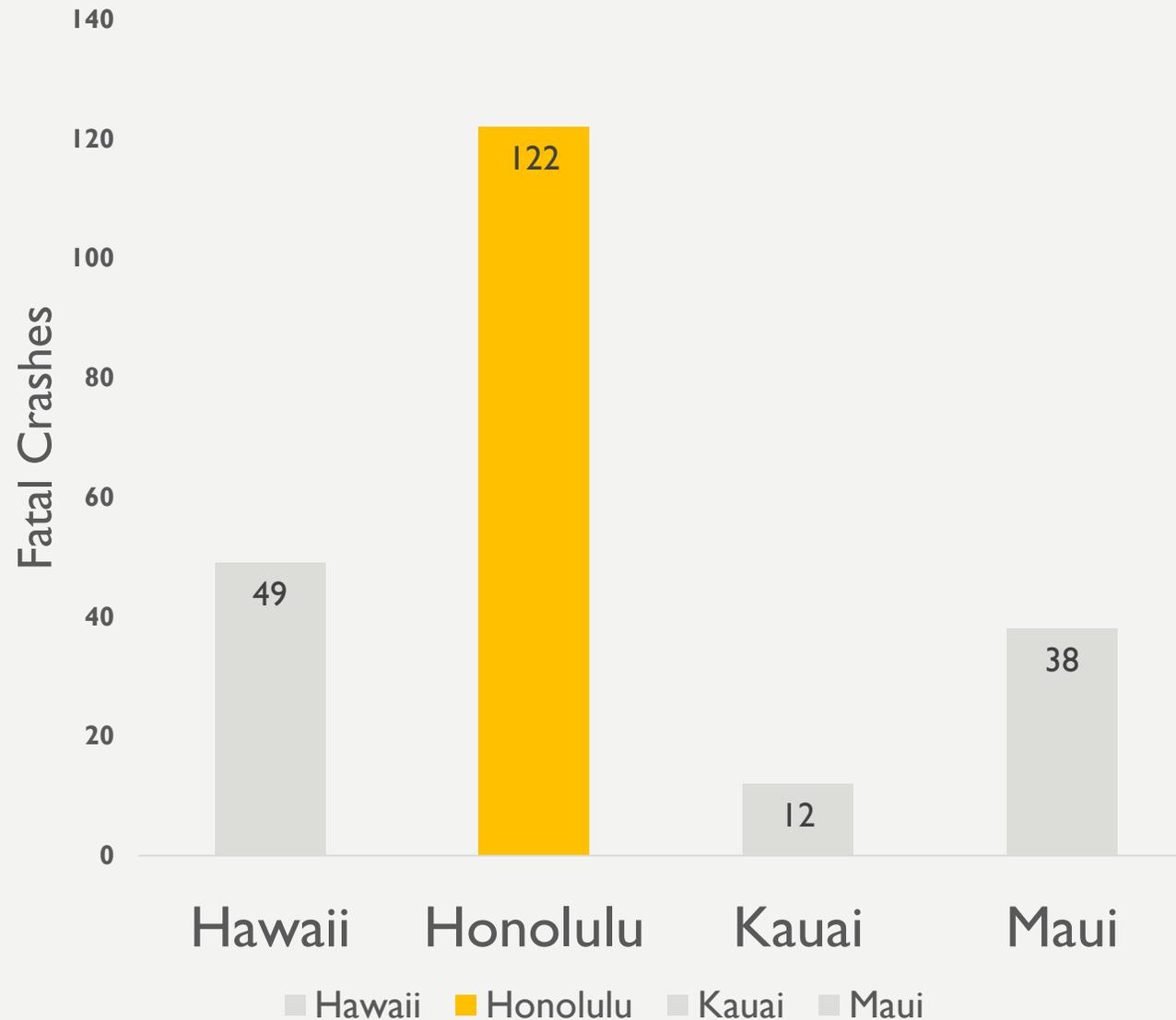


DATA

PEOPLE SPEEDING

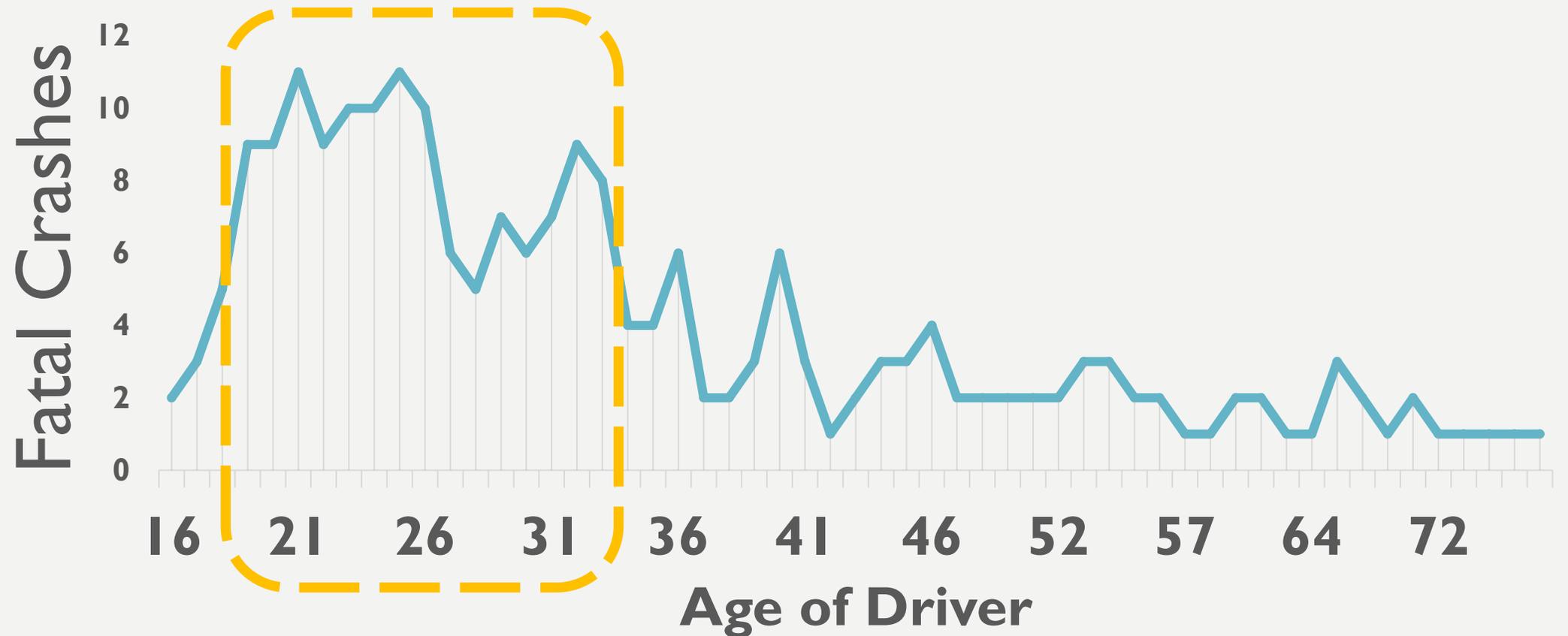
SPEED-RELATED CRASHES, BY COUNTY

SOURCE: FARS 2012-2016. TOTAL N=221



DRIVERS INVOLVED IN SPEED-RELATED CRASHES, BY AGE

SOURCE: FARS 2012-2016. TOTAL N=221



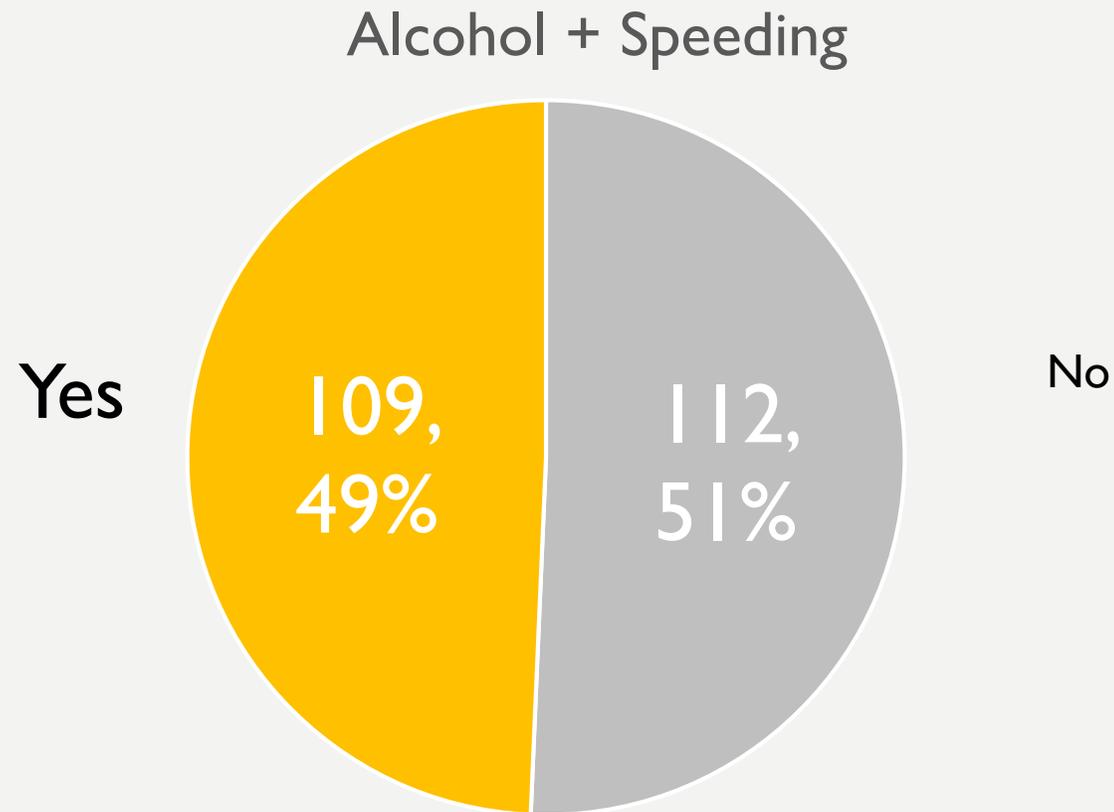
DRIVERS INVOLVED IN SPEED-RELATED CRASHES, BY GENDER

SOURCE: FARS 2012-2016. TOTAL N=221



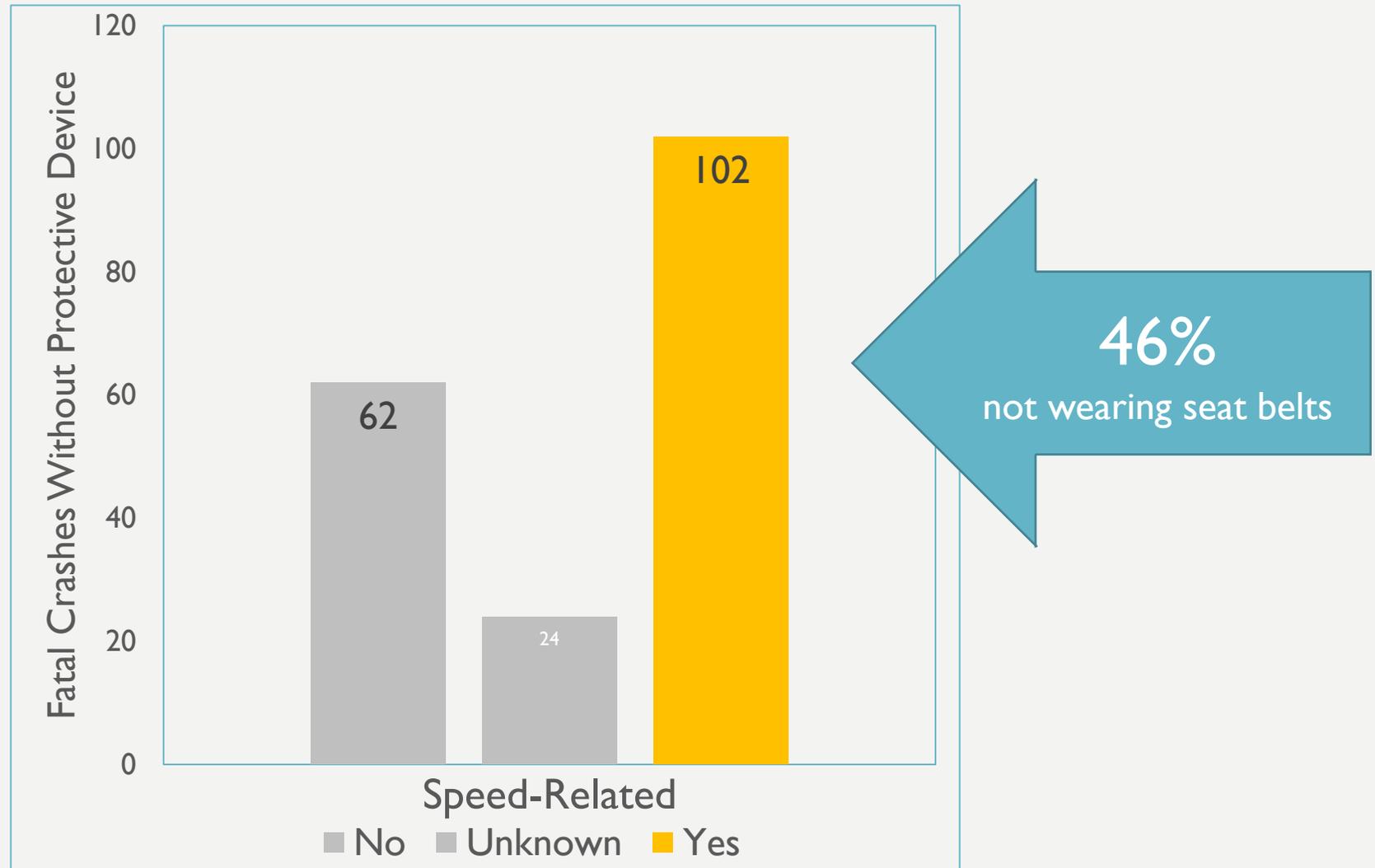
DRIVERS INVOLVED IN **SPEED-RELATED** CRASHES, POLICE INDICATED ALCOHOL INVOLVEMENT WITH DRIVER

SOURCE: FARS 2012-2016. TOTAL N=221



DRIVERS INVOLVED IN **SPEED-RELATED** CRASHES, WITHOUT PROTECTIVE DEVICE (HELMET OR SEAT BELT)

SOURCE: FARS 2012-2016. TOTAL N=221



DRIVERS INVOLVED IN SPEED-RELATED CRASHES

SOURCE: FARS 2012-2016. TOTAL N=221

Drivers tend to be

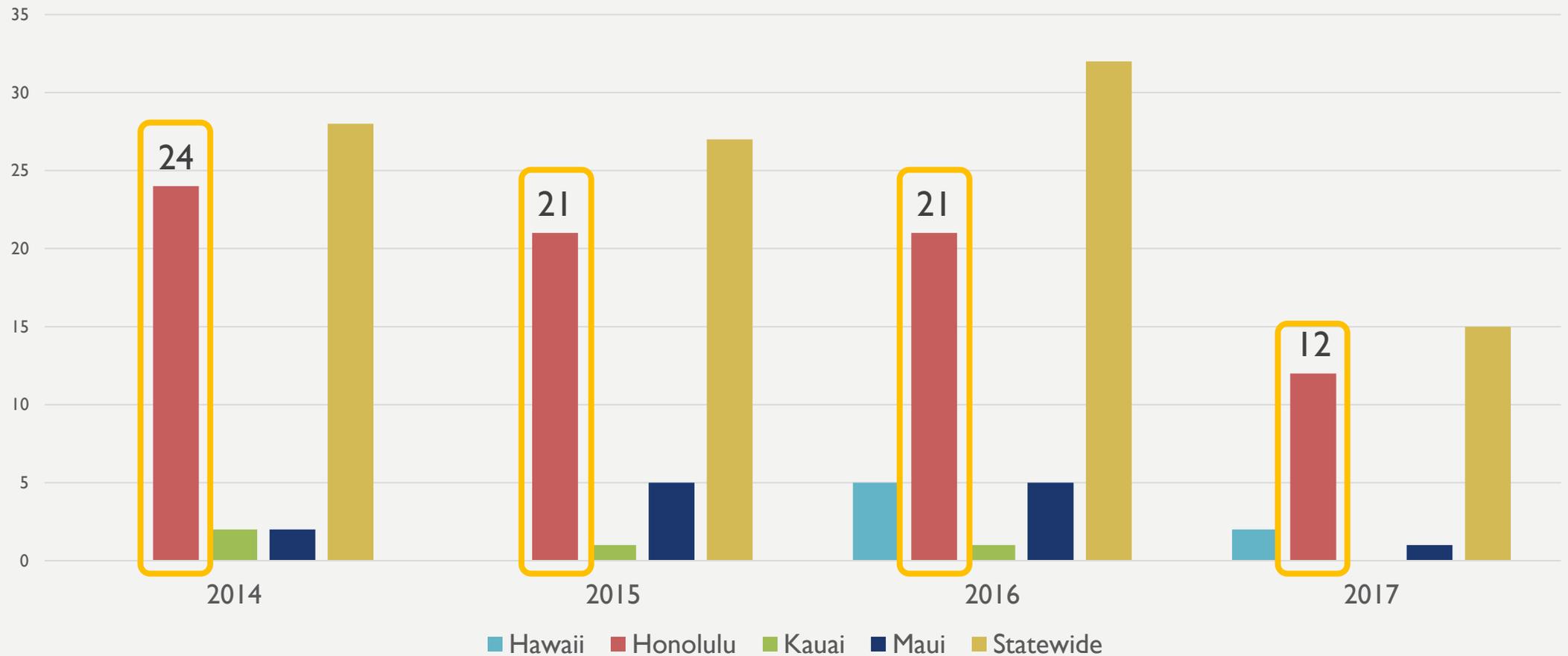
- Male
- Under 32 years old
- Not wearing a seatbelt
- Likely to be DUI



DATA
PEOPLE WALKING

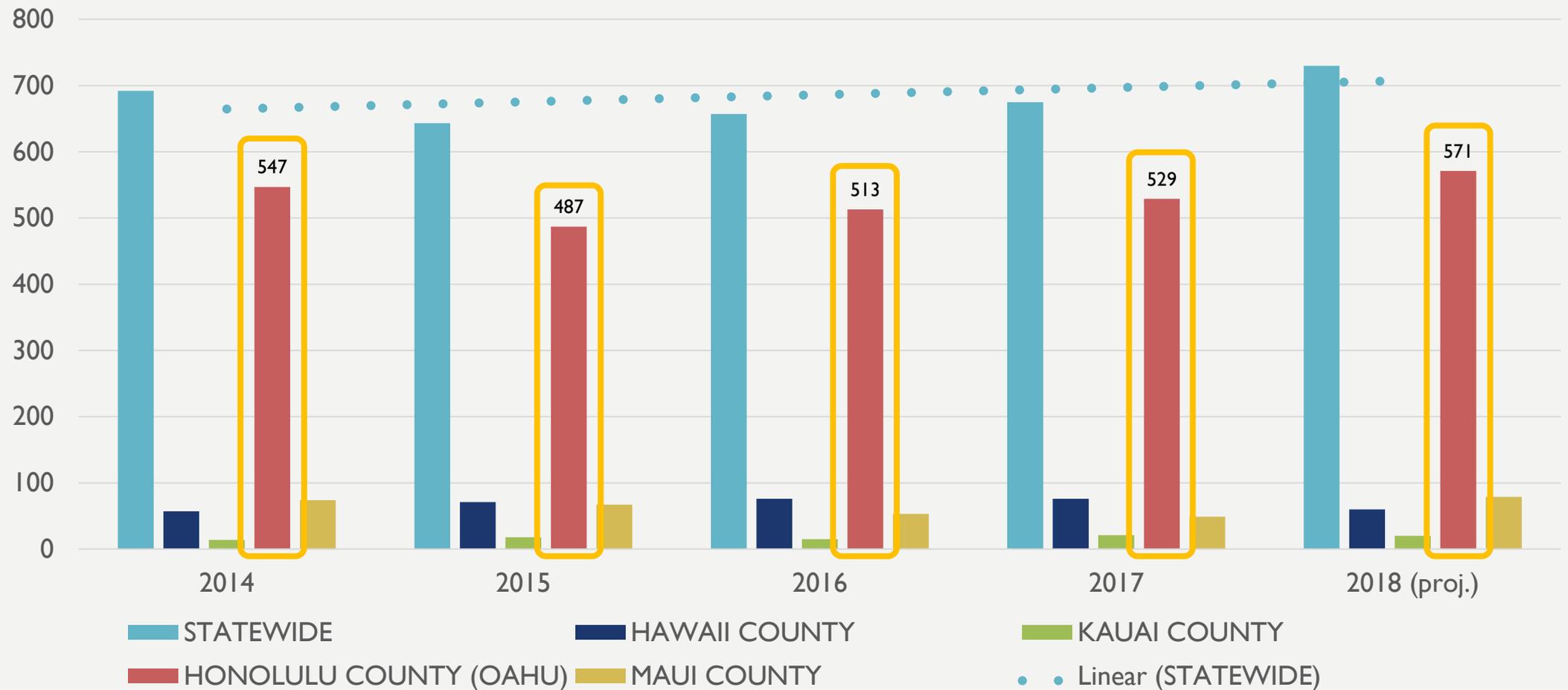
PEDESTRIAN FATALITIES BY COUNTY

SOURCE: FARS 2014-2017



PEDESTRIAN EMS-ATTENDED CRASHES

SOURCE: DOH, 2014-2018



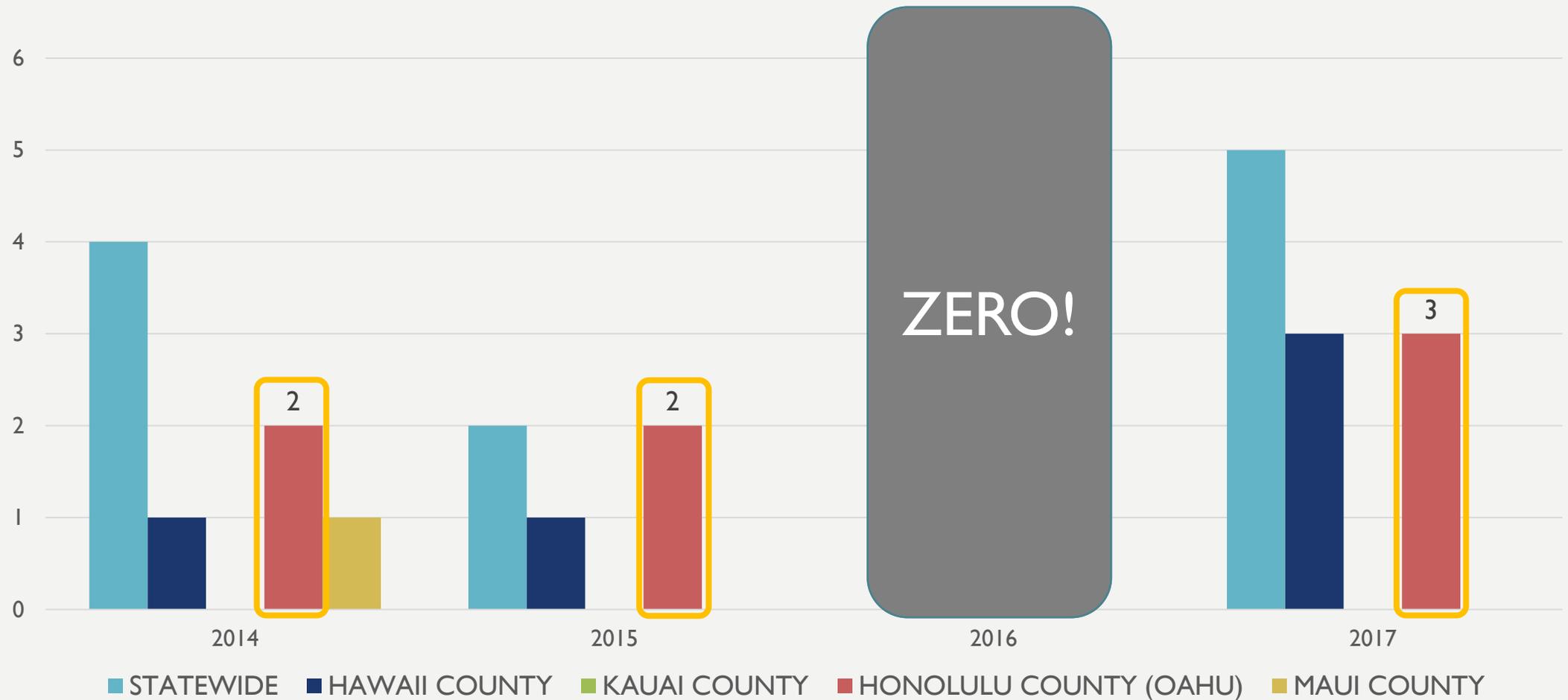


DATA

PEOPLE BICYCLING

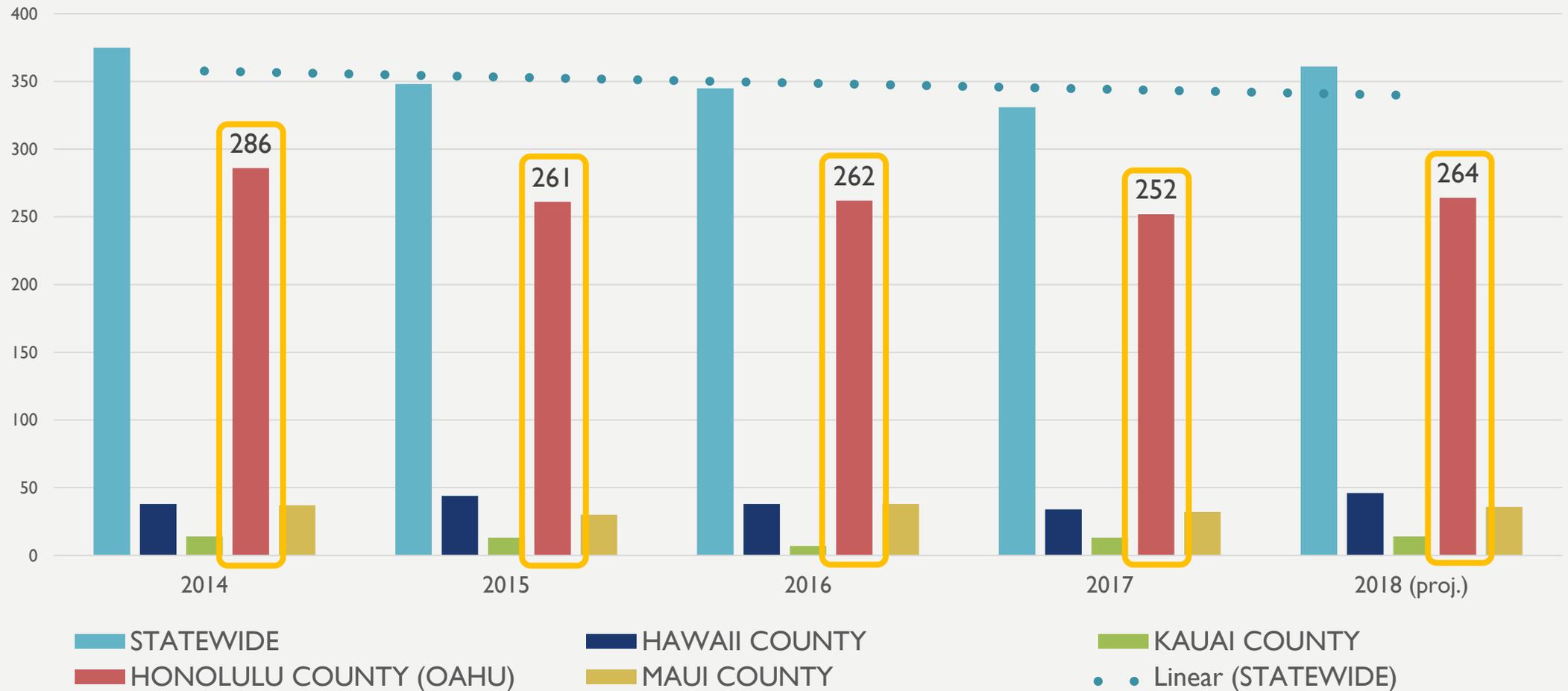
BICYCLIST FATALITIES BY COUNTY

SOURCE: FARS 2014-2017



BICYCLIST EMS-ATTENDED CRASHES

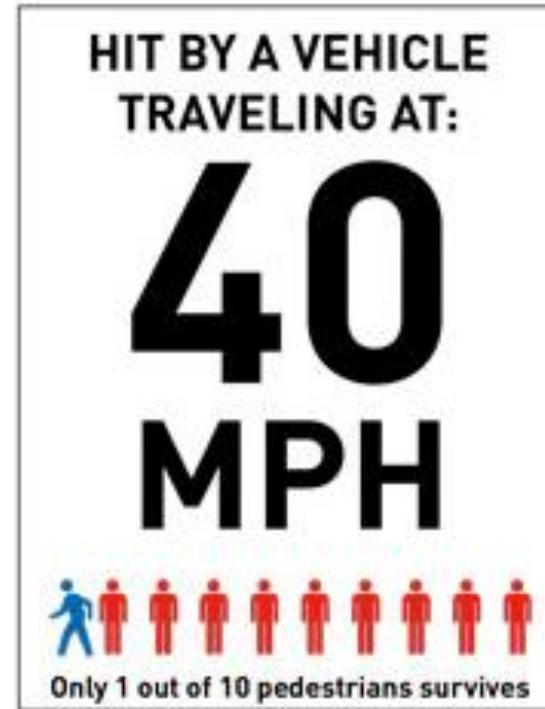
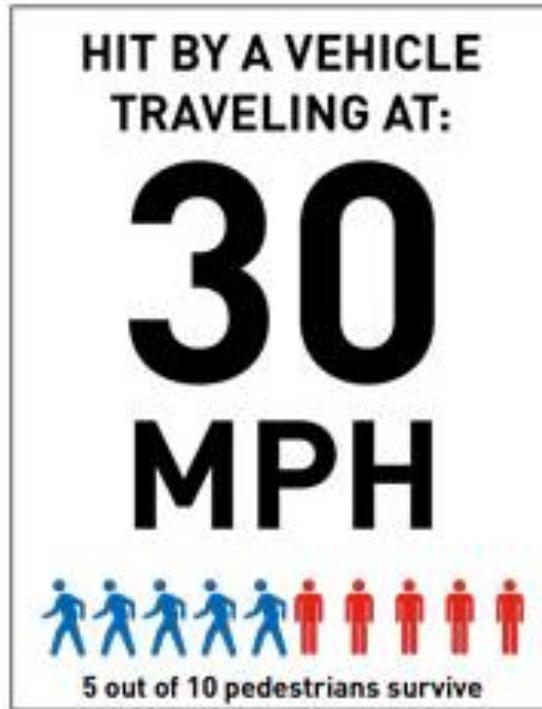
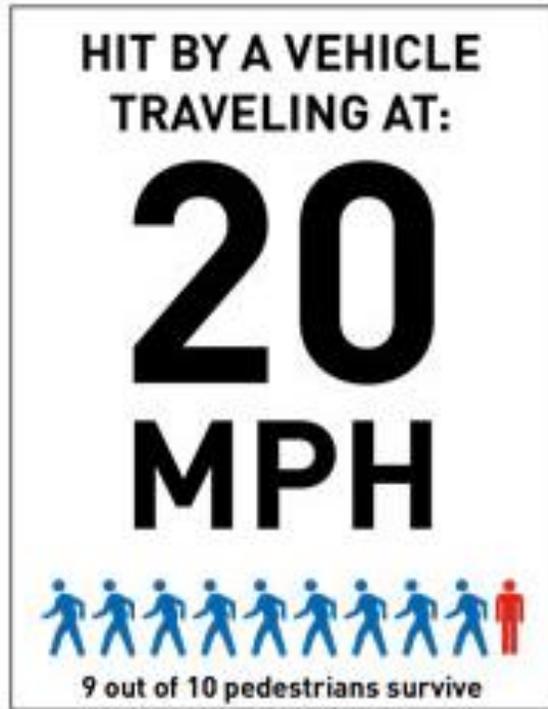
SOURCE: DOH, 2014-2018





SAFE STREETS:
BASIC CONCEPTS

SLOW SPEEDS = SAVE LIVES



HIGHER SPEEDS = LESS ABILITY TO SEE

A driver's visual focus diminishes as speed increases.



15 mph



20 mph



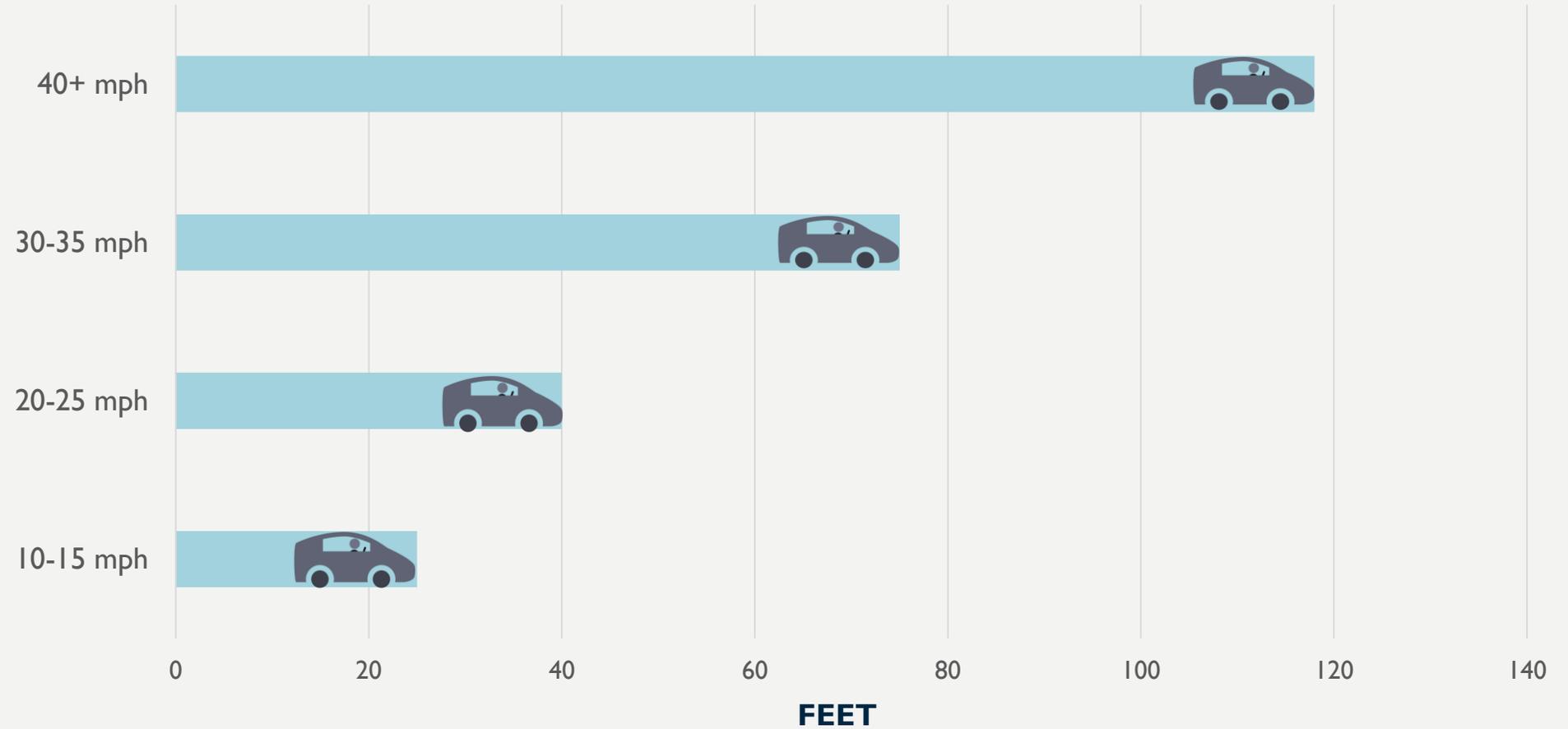
25 mph



30 mph

TIME IT TAKES TO STOP A CAR

STOPPING DISTANCE PER SPEED





POLICY

OAHUMPO POLICY

Purpose:

Align OahuMPO with local and state policy

City and County of Honolulu

State of Hawaii

December 2018

June 2019

OAHUMPO POLICY

City and County of Honolulu Department of Transportation Services sent a letter to the OahuMPO in August 2018, requesting that the MPO adopt a Vision Zero policy.

CITY & COUNTY OF HONOLULU POLICY



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 18-219

RESOLUTION

URGING THE CITY ADMINISTRATION TO ADOPT THE GOALS, STRATEGIES, AND POLICIES OF VISION ZERO.

WHEREAS, traffic crashes are among the leading causes of death and injury in the United States; and

WHEREAS, traffic related deaths and serious injuries disproportionately impact pedestrians, minorities, older adults, the disabled, and the poor, according to the 2016 *Dangerous by Design* report, published by Smart Growth America and the National Complete Streets Coalition; and

WHEREAS, according to the State of Hawaii Department of Transportation, as of September 13, 2018, 79 people have been killed in traffic-related incidents in Hawaii this year, compared to 72 deaths at the same time last year; however, 25 of this year's deaths have been of pedestrians, compared to four pedestrian deaths at the same time last year, for an increase in pedestrian deaths of 525 percent; and

WHEREAS, Vision Zero is a comprehensive strategy to eliminate all traffic deaths and severe injuries while promoting safe, healthy, and equitable mobility for all; and

WHEREAS, the fundamental message of Vision Zero is that all traffic deaths are preventable and unacceptable; and

WHEREAS, Vision Zero was initially implemented in Sweden in the 1990s and subsequently the death rate for motorists in Sweden has been cut in half since 2000 and pedestrian fatalities have declined 50 percent since 2009; and

WHEREAS, numerous U.S. cities, including Los Angeles, California; New York City, New York; Seattle, Washington; San Francisco, California; Portland, Oregon; Philadelphia, Pennsylvania; Boston, Massachusetts; Chicago, Illinois; Denver, Colorado; Fort Lauderdale, Florida; and Washington, D.C., have adopted Vision Zero policies that focus on safety as a primary objective in designing transportation projects; and

WHEREAS, by the enactment of Ordinance 12-15, which established the City and County of Honolulu's ("City") Complete Streets policy, the Council expressed its commitment to safe mobility for all roadway users; and

STATE OF HAWAII POLICY

7/25/2019

HB757 CD1

HOUSE OF REPRESENTATIVES
THIRTIETH LEGISLATURE, 2019
STATE OF HAWAII

H.B. NO. 757
H.D. 1
S.D. 1
C.D. 1

A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

SECTION 1. The legislature finds that traffic-related fatalities are on the rise nationwide. Each year, an average of more than forty thousand people are killed in the United States in vehicle crashes. In Hawaii, forty-five per cent of the fatal crashes in the State were speed-related in 2016, ranking the State as the fifth highest in the nation for proportion of speed-related fatal crashes. A majority of the speed-related fatalities occur on state roadways. Additionally, nearly forty per cent of driving fatalities in Hawaii are alcohol-related, which is above the national average. In 2018, a record number of forty-three pedestrian fatalities were documented in Hawaii, reflecting a dramatic increase from fifteen in 2017.

The legislature finds that many tragedies can be prevented by taking a proactive, preventive approach that prioritizes traffic safety. Vision Zero, also known as target zero in some states, is a movement that seeks to prevent and ultimately eliminate all traffic-related fatalities. The Vision Zero approach recognizes that individuals will sometimes make mistakes, so communities should implement policies and design roads that slow down vehicles in order to give pedestrians and bicyclists safe alternatives and to reduce the chance that a human mistake will lead to a fatality.

The National Complete Streets Coalition endorses a Vision Zero approach in pursuit of the objective to design streets that prevent traffic injuries and fatalities, particularly for the most vulnerable road users. Over one thousand two hundred jurisdictions in the United States have, through an adoption of Complete Streets policies, committed to design and operate their

OAHUMPO POLICY, PAGE 1

Most of the “Whereas” statements are directly from the City and County of Honolulu resolution.

OAHUMPO POLICY, PAGE 2

OahuMPO will participate in any City & County of Honolulu or State of Hawaii forums that discuss Vision Zero.

OAHUMPO POLICY, PAGE 2

OahuMPO will support the State of Hawaii Act 134 (Vision Zero).

OAHUMPO POLICY, PAGE 2

OahuMPO supports the City & County of Honolulu's *Vision Zero Action Plan*.

OAHUMPO POLICY, PAGE 2

OahuMPO shall incorporate Vision Zero principles into its long-range plan.

OAHUMPO POLICY

Draft Policy:

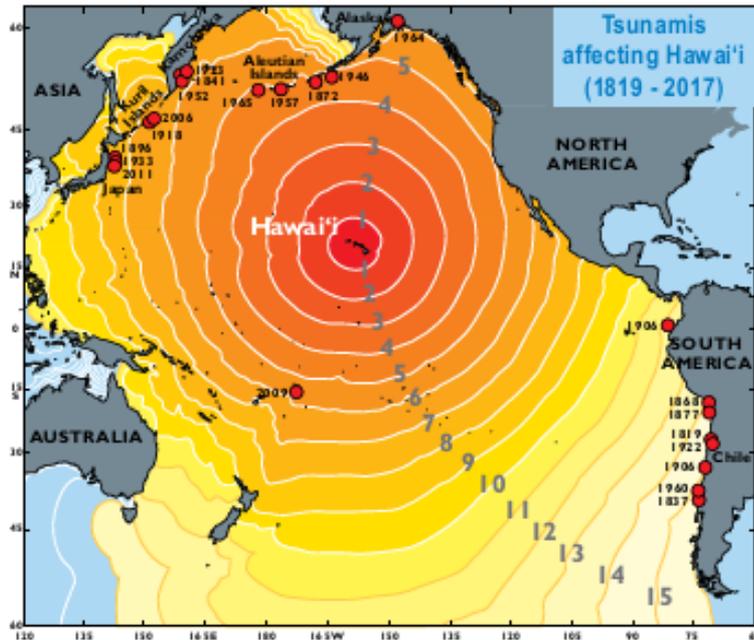
Please send edits and comments to Kiana Otsuka



VISION ZERO

SAFE STREETS FOR EVERYONE

Evacuation Planning for the City and County of Honolulu Department of Emergency Management

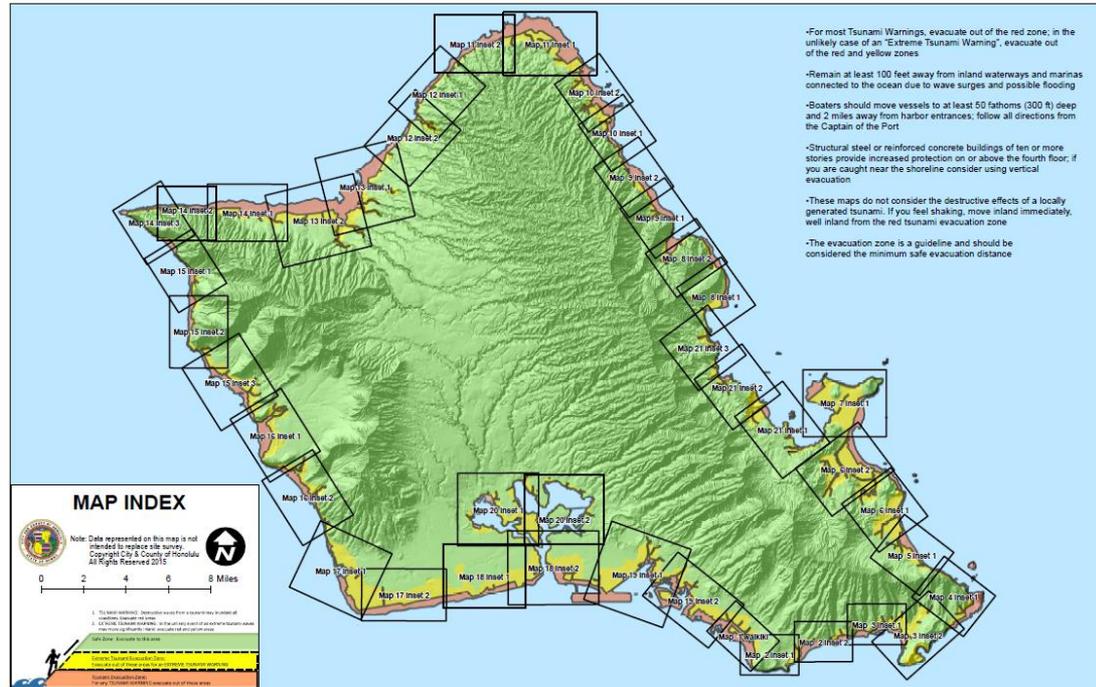


September 12, 2019



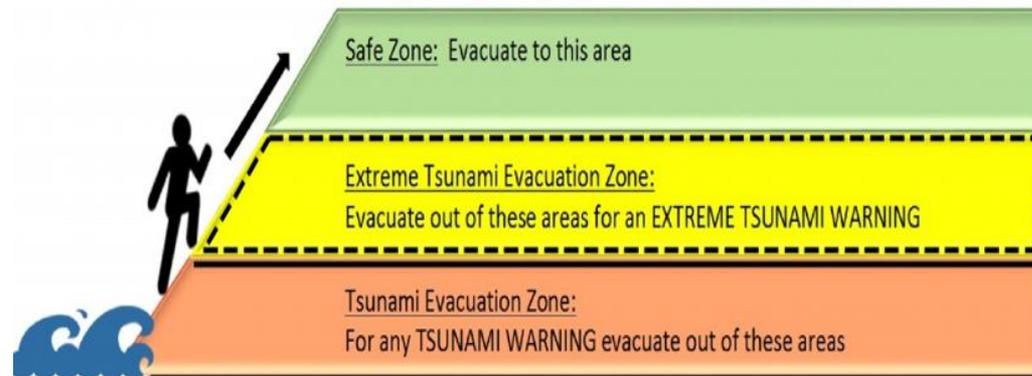
Introductions & Objectives

- Welcome & Introductions
- Objectives
 - Project Overview
 - Public Input on Safe Sites
 - Next Steps



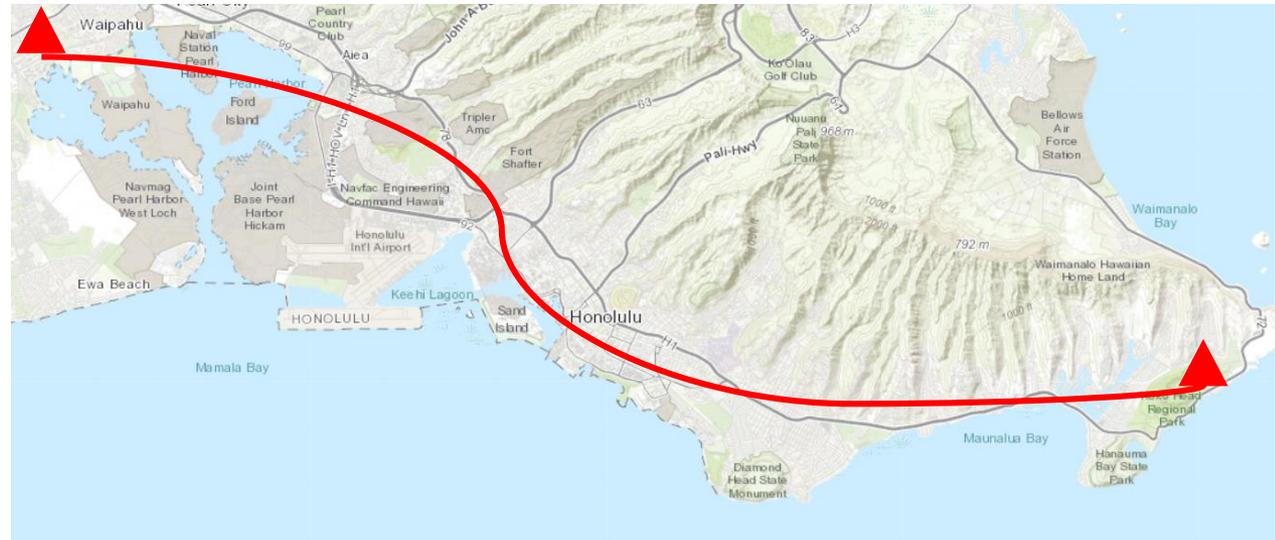
Key Terms

- Tsunami Evacuation Zone (TEZ)
- Extreme Tsunami Evacuation Zone (XTEZ)
- Horizontal Evacuation
- Vertical Evacuation
- Evacuation Route
- Safe Site (aka Refuge Area – Phase I)



Project Locations

- Hanauma Bay
- Hawaii Kai
- Wailupe
- Kahala
- Diamond Head
- Waikiki
- Downtown
- Ke'ehi Lagoon
- Pearl Harbor East/West (includes Waipahu, Pearl City, Aiea)
- Pearl Harbor Mouth (includes Honolulu Airport, Hickam)
- Waipahu



Project Overview

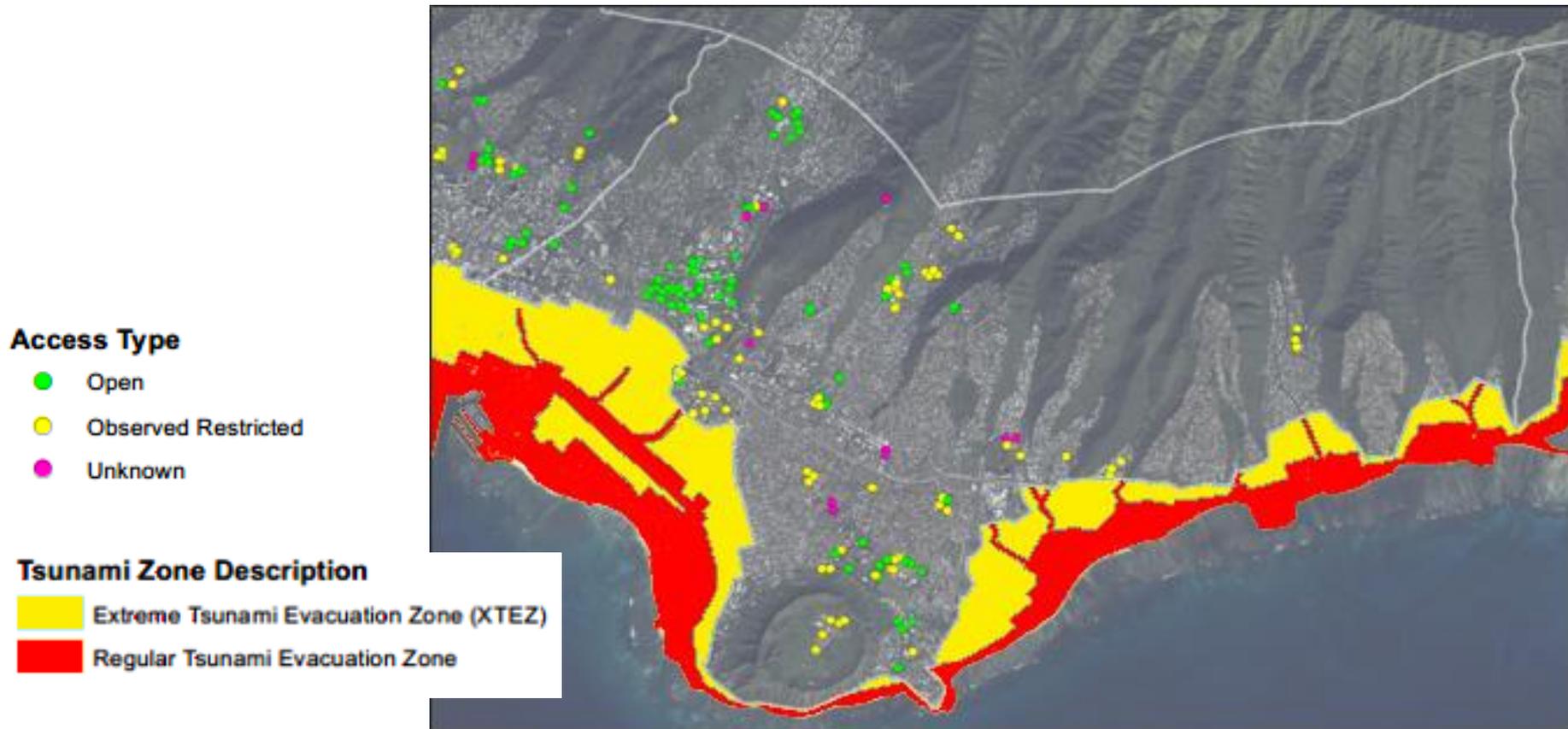
- Task 1. Gap Analysis
- Task 2. Field Work for Geographic Area Evacuation Route Plan
- Task 3. Plan Development for Geographic Area Evacuation Route Plan
- Task 4. GIS Mapping
- Task 5. Tsunami-Safe Vertical Evacuation Engineering Tool
e.g. Tsunami-Ready Program
- Task 6. Public Outreach



Task 1

Gap Analysis and Preliminary Work

- Reviewed Inundation Zones and Developed Needs Assessment
- Identified Potential Safe Sites



Needs Assessment Assumptions

- Assumed 100% Evacuation Rate
- Used 2016 Hawaii Data Book for Population and Transportation Assumptions
 - Added Tourist Populations
 - Distributed Over Hotel Data Layer
- Percentages of People Who Primarily Use Vehicles 70%
 - Assumed 80% Would Use Vehicles (10% buffer)
- Analyzed Combinations of Day/Night & Weekday/Weekend Scenarios
 - Night Scenario 3am When People Are Usually Home
 - Day Scenario around 3pm When People At School and Work
- Assumed Walking Speed of <2 mph
 - Clearance times no longer than 30-45 minutes for all Evac Areas



Task 2

Preliminary Safe Site Assumptions

- Government Locations
 - Parks – Community Parks, Beach Parks, District Parks, Neighborhood Parks and Regional Parks
 - Public Schools
 - Government Land Ownership
- Addresses were Attached/Associated to each location



Community Input

- Alternate Site Options
- Incorporation of other locations
 - Businesses/Private Sector
- Vertical Evacuation Options
- Tsunami Ready Adoption and Integration Strategies
- Public Awareness Suggestions
 - Employee Awareness
 - Tourist/Visitor Awareness



Ideal Safe Site Criteria

- Large Capacity
 - Space to Park More Than 100 Vehicles on Grass or Pavement
 - Paved Space – 350 sf / Field Space – 1,000 sf
- Easy Ingress and Egress
 - No Barriers to Entry
 - No Complicated Security Measures
 - ADA Compatible
- Close to Evacuation Zones
 - Easily Walkable
- Willingness to be Identified and Marked as a Tsunami Safe Site
 - Publicly-owned Areas
 - Private and Non-governmental



Task 3

Evacuation Routing

- Collected Community Input Through Public Outreach and Meetings
- Identified Preferred Safe Site Locations
- Determined Best Available Evacuation Routes
- Confirmed and Finalized Safe Sites and Evacuation Routing
- Identified Signage Placement
- Developed Installation Guide



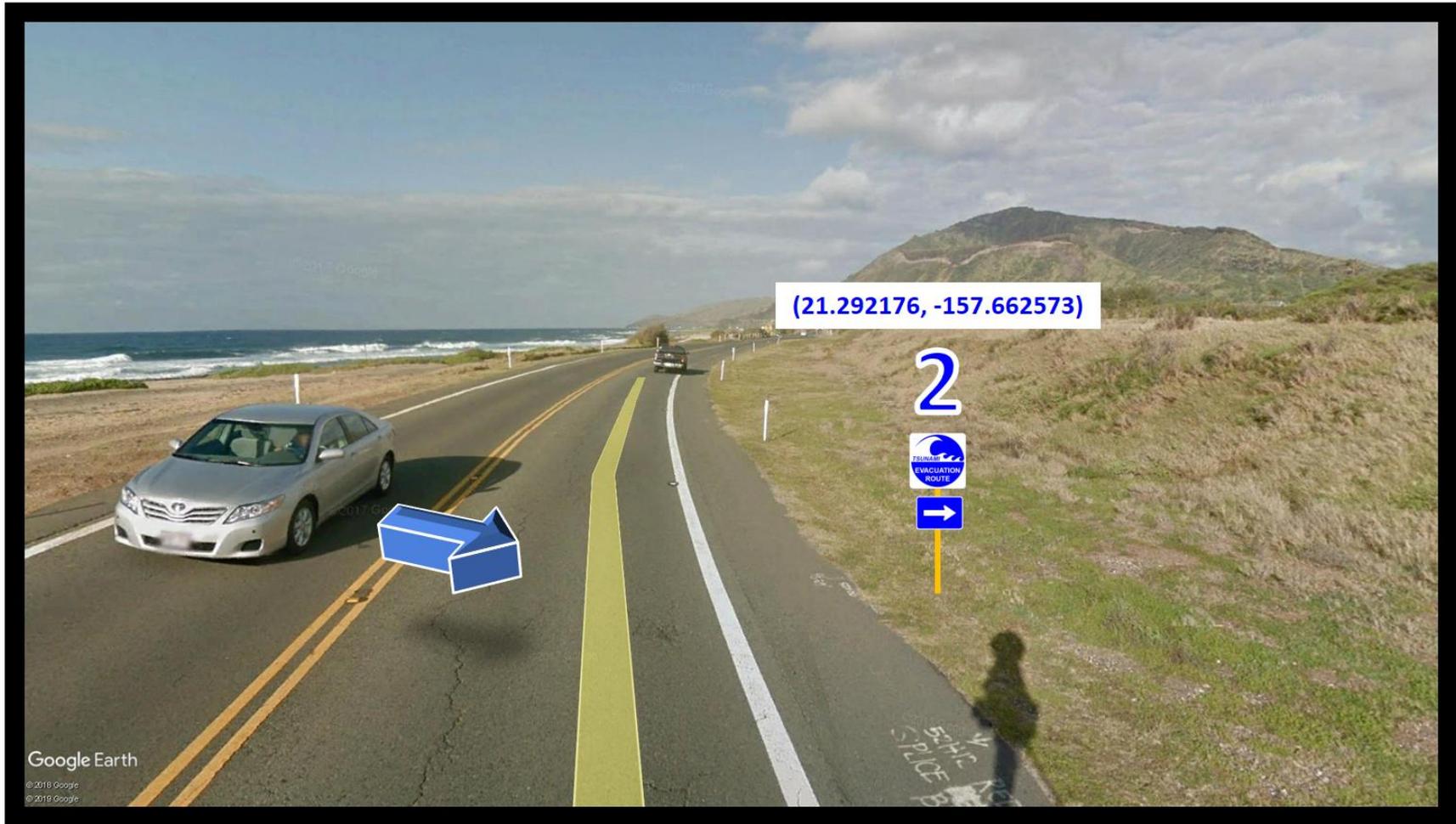
Sign Installation Guide



Kalanianaʻole Hwy



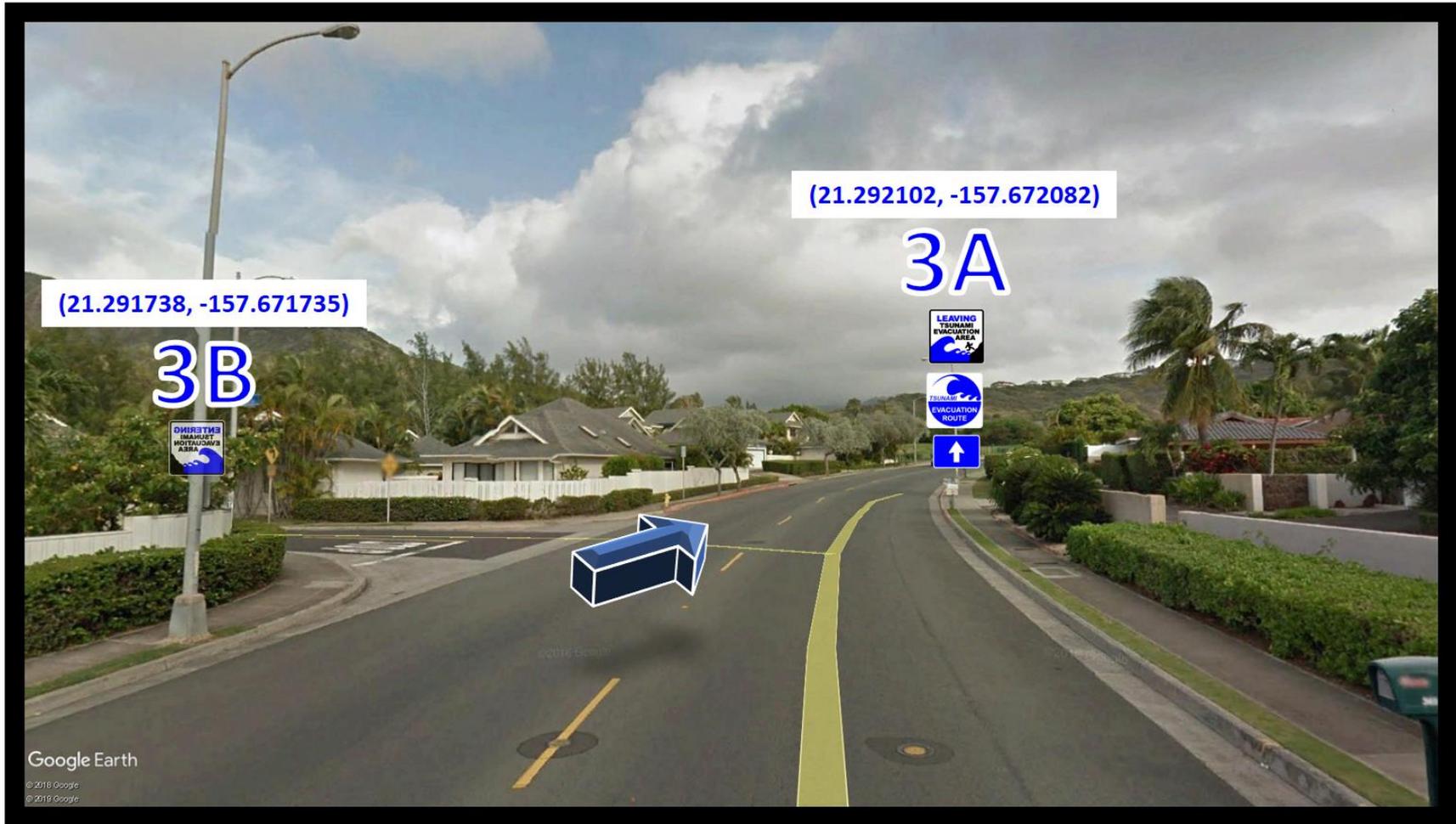
Sign Installation Guide



Intersection of Kalanianaʻole Hwy and Kealahou St



Sign Installation Guide



Intersection of Kealahou St. and Holokai Pl.

Sign Installation Guide



Potential Safe Site: Kalama Valley Community Park



Task 5

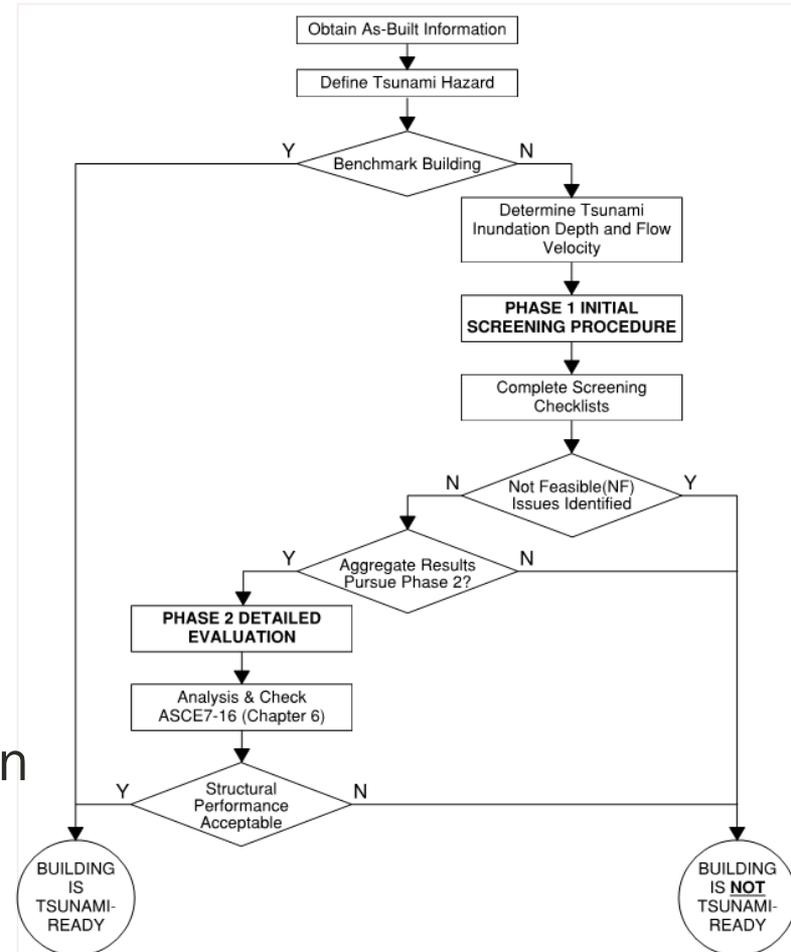
Vertical Evacuation Engineering Tool

- Tsunami Engineering Specialists: Degenkolb Engineering
- Based Upon Newly Released Tsunami Engineering Standards
- Multi-Phased Engineering Tool to Assess Potential Tsunami Safety and Vertical Evacuation Suitability
- Close Integration with Technical Experts on the HETAC
- Refined Tool utilizing Beta-Tests on four Large Structures within the Tsunami Inundation Zone
- HETAC Engaged for Final Comments and Revisions



TsunamiReady program: two-step process

- Maximum Considered Tsunami Hazard Level
- Benchmark building – ASCE7-16
- Phase 1 – Moderate calculation effort required
 - Results:
 - Favorable,
 - Unfavorable, or
 - Not TsunamiReady
- Phase 2 – Considerable calculation & analysis required



Task 6

Public Outreach (Currently in final production)

- Outreach materials to include presentation and handout flyer information sheet
- ADA and LEP Title II and Title VI Compliant

- 13 language

1. Chuukese-Foosun Chuuk
2. Hawaiian
3. Ilocano
4. Japanese
5. Korean
6. Pohnpeian-Lokaihn Pohnpei
7. Samoan
8. Tagalog
9. Thai
10. Tongan
11. Traditional Chinese
12. Vietnamese





DEPARTMENT OF EMERGENCY MANAGEMENT



Crystal van Beelen
 Disaster Preparedness Officer
 808-723-8960
cvanbeelen@honolulu.gov
www.Honolulu.gov/DEM



o'ahu bike plan

2019 Update

O'ahu Metropolitan Planning Organization
Policy Board Meeting

September 24, 2019
1:00 p.m.

Department of Transportation Services
CITY AND COUNTY OF HONOLULU



2019 O'ahu Bike Plan Update

1. Introduction
2. Planning Process
3. Key Recommendations
4. Proposed Bikeway Network
5. Implementation



O'ahu Metropolitan Planning Organization

Policy Board Meeting

September 24, 2019

1:00 p.m.

Department of Transportation Services
CITY AND COUNTY OF HONOLULU



Vision and Goals



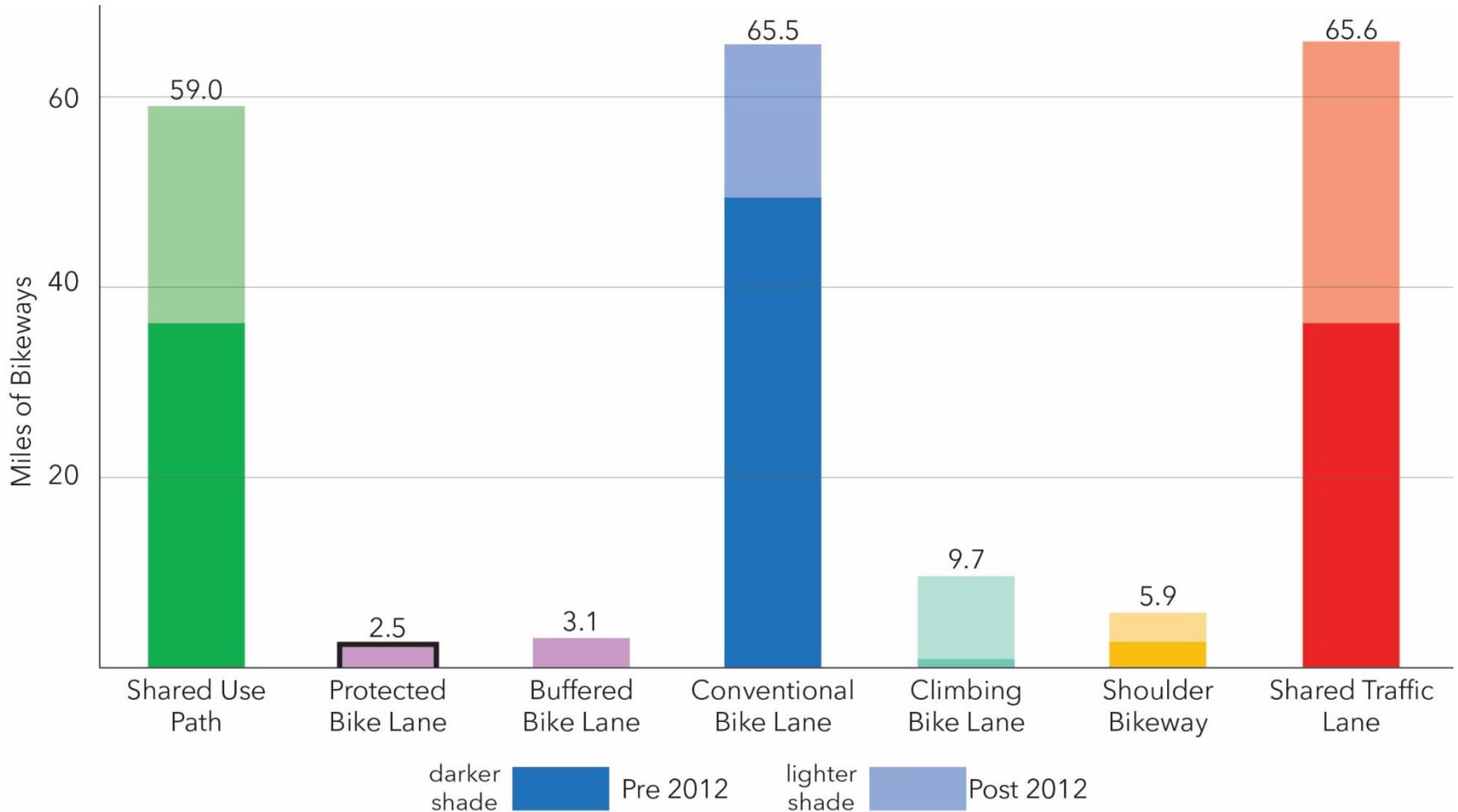
Vision Statement

O'ahu is a bicycle-friendly community where bicycling is a safe, viable, and popular travel choice for residents and visitors of all ages *and abilities*.

Goals

1. To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel
2. To enhance cooperation between roadway users
3. To increase the mode share of bicycle trips
4. To be recognized by the League of American Bicyclists as a *gold level* Bicycle-Friendly Community

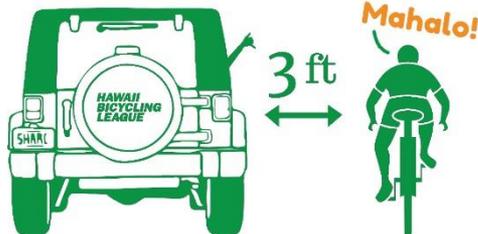
Existing Bicycle Network



Accomplishments Since 2012

- Biki is the #6 bikeshare system in the nation
- Bike parking ordinance
- Safe passing law
- Complete Streets
- Increased encouragement efforts (bike to work month, etc.)
- Extensive bicycle education efforts (over 3,000 adults and 8,000 children in 2018)
- Accelerated repaving schedule leveraged to install bicycle facilities

Safe Passing ~~Bill~~ **LAW**



First year statistics for Biki

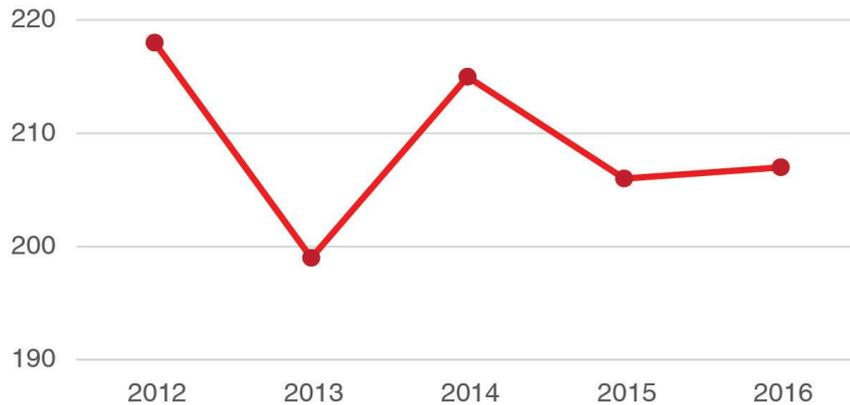


Over a million Biki rides were taken in 2018 calendar year



Why Invest In Bicycling?

Bicycle Crashes Per Year 2012 - 2016



- Safety
- Affordability and Mobility
- Health and Wellness
- Economic Development
- Environmental Sustainability



Research and Analysis

- Review of Best Practices
- Comprehensive inventory of the existing bicycle network, policies, and programs
- Development of the Bicycle Facility Design Toolkit
- Island-wide level of traffic stress analysis



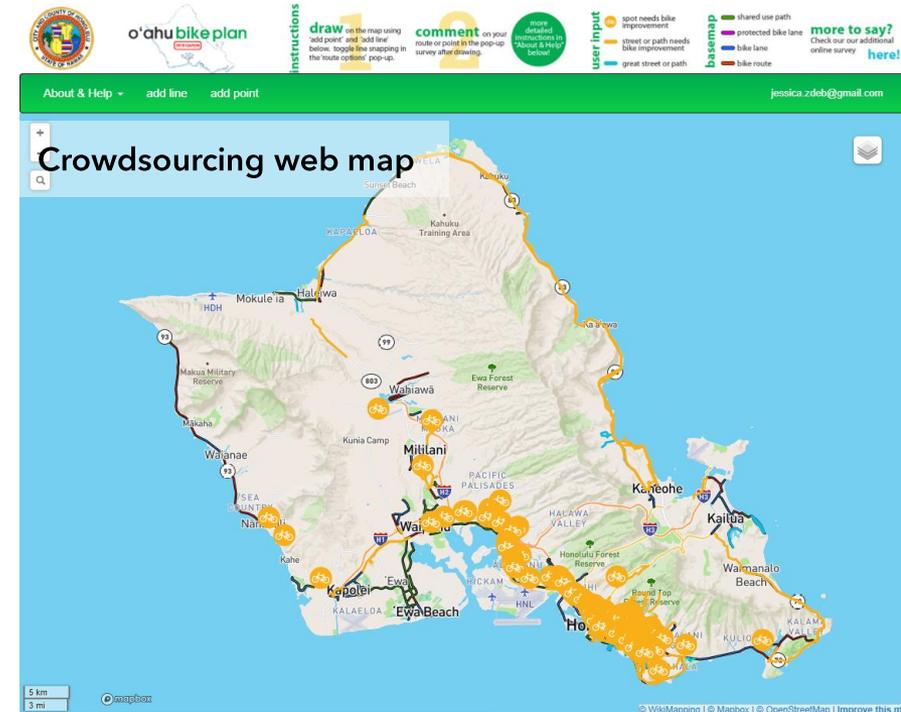
City and County of Honolulu
Bicycle Facility Design Toolkit
February 2019

Initial Phase of Public Engagement

- Crowdsourcing web map
- Web survey
- 4 community workshops around O'ahu
- Stakeholder meetings and engagement

Key Themes

- Safety
- Connectivity
- Aloha
- Bikeway maintenance
- Enforcement



Subsequent Public Reviews

November 2018

- Final community workshop to present the proposed bikeway network and key recommendations followed by a one-month public review period.



Final community workshop

May 2019

- Release of the Draft 2019 Oahu Bike Plan Update followed by a one-month public review period.

Web map for public review of the proposed bikeway network



Key Recommendations - Safety

Consider a Vision Zero safety goal for all modes and all users

- Identify and implement emerging best practices (e.g., NACTO, AASHTO 2019 Bikeway Guide, etc.)
- Develop a collaborative interagency approach to prioritize safety across disciplines (i.e., design, maintenance, enforcement, etc.)
- Collaborate with HPD on driver/bicyclist enforcement that specifically addresses safety

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

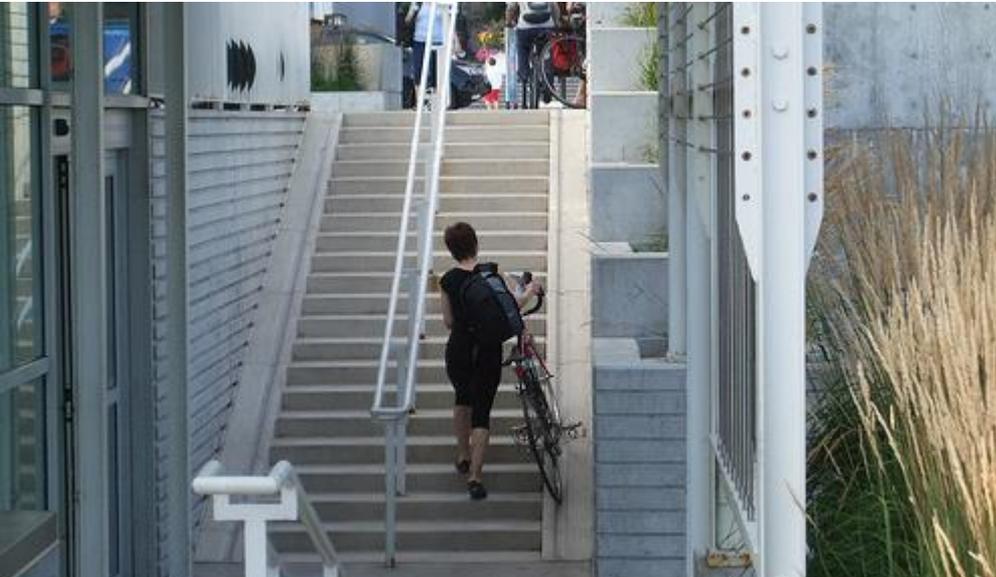
Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **PRICELESS**

Key Recommendations - Multimodal Connections

- Develop seamless connections between bikes and transit
 - Safe bike access to transit stations
 - Bikes on transit
 - Secure bike parking
 - Bikeshare at and around stations



Key Recommendations - Encouragement & Education

Renew focus on encouragement and education programs

- Support the establishment of ongoing Open Streets events
- Prioritize support for programs that target underserved populations (e.g., women on bikes, KVibe, Bike Ed, Senior Cycling)
- Increase staff positions to oversee the City's active transportation education and encouragement efforts.
- Leverage strategic partnerships (e.g., Blue Zones, AARP, HBL etc.)



Key Recommendations - Maintenance

Establish a comprehensive maintenance policy for on and off-street bikeways

- Develop a facility conditions inventory and maintenance schedule for all off-street shared use paths.
- Create a maintenance and quick build team dedicated to bikeways.
- Publicize the 311 app and the pothole reporting hotline/online request system.
- Establish Work Zone Accommodation Standards for bikeways, paths, and sidewalks.



Key Recommendations - Signage & Wayfinding

Expand Signage and Wayfinding

- Prioritize signage on low-stress bikeways
- Identify/Brand major regional routes (e.g., Lei of Parks, Pearl Harbor Historic Trail, Ke Ala Pūpūkea Bike Path, etc.)
- Prioritize iconic route segments for specialized treatment (e.g., Civic Center Path near the State Capitol)



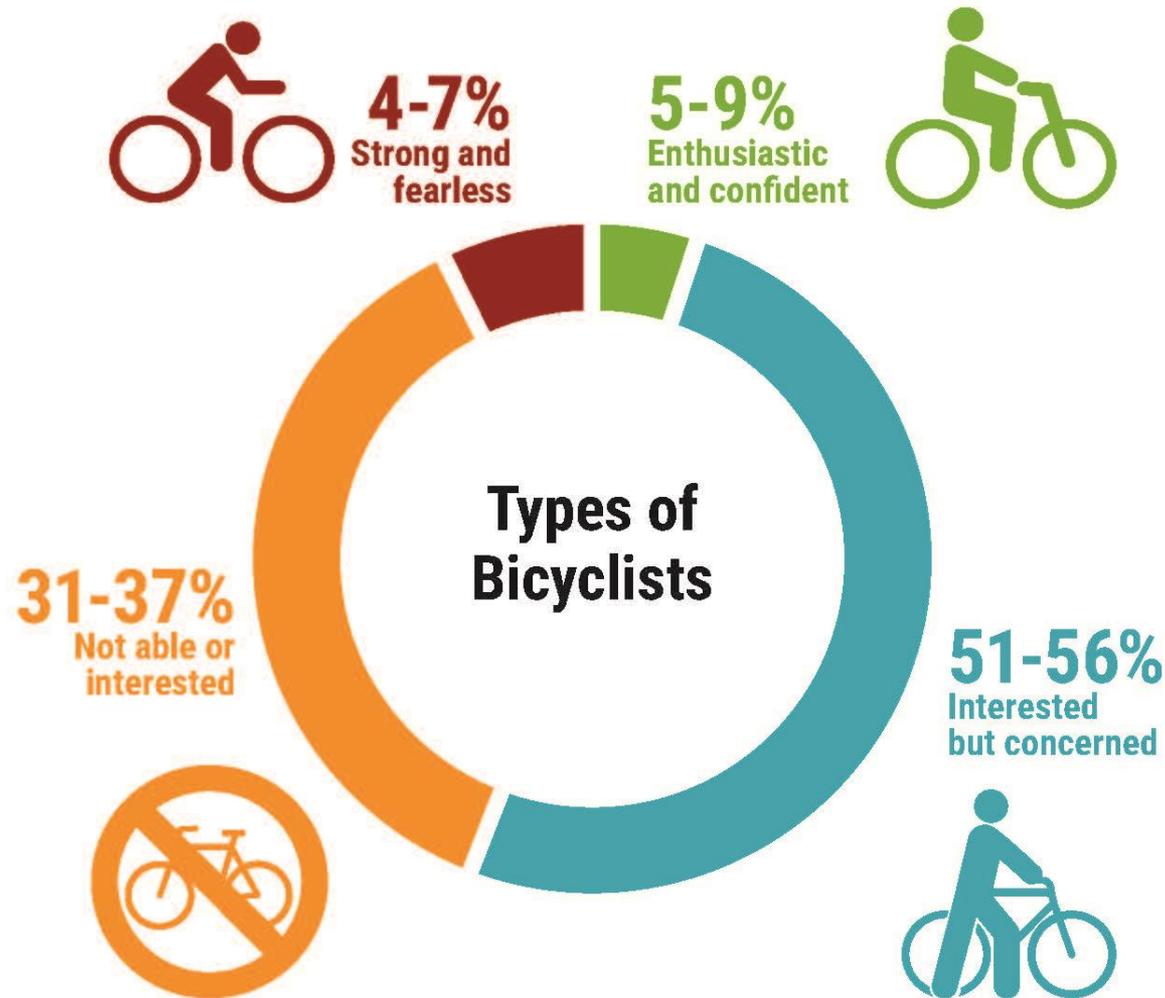
Key Recommendations - Evaluation

Evaluate Bicycle Facilities and Programs

- Collect, analyze, and publish ridership data (i.e., bike counts)
- Evaluate the safety of new design treatments
- Assess the effectiveness and distribution of bicycle programs

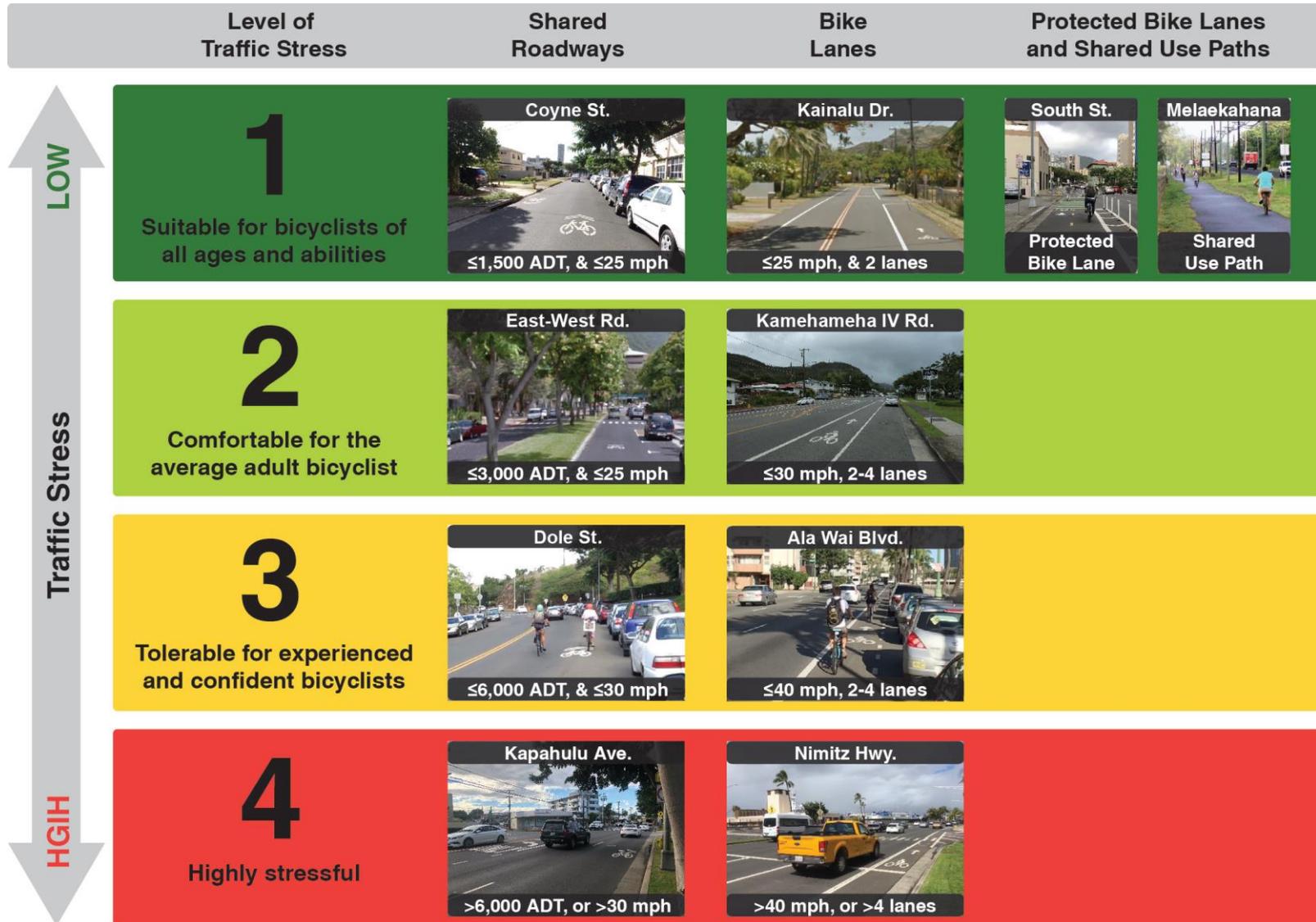


Who Are We Designing For?



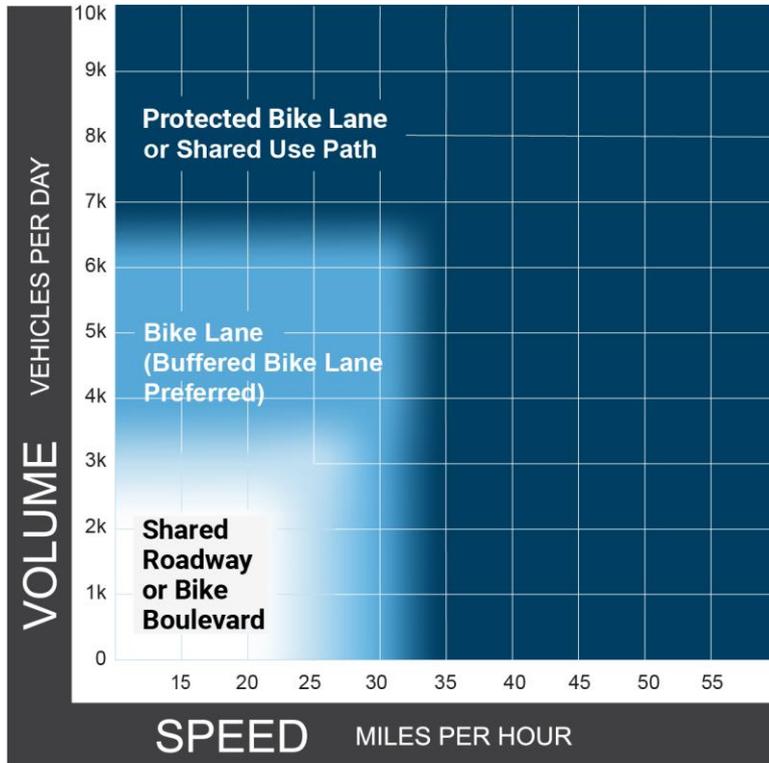
These percentage values are typical ranges for most US communities.

Who Are We Designing For?



Bicycle Facility Selection

Preferred thresholds for traffic volume and speed

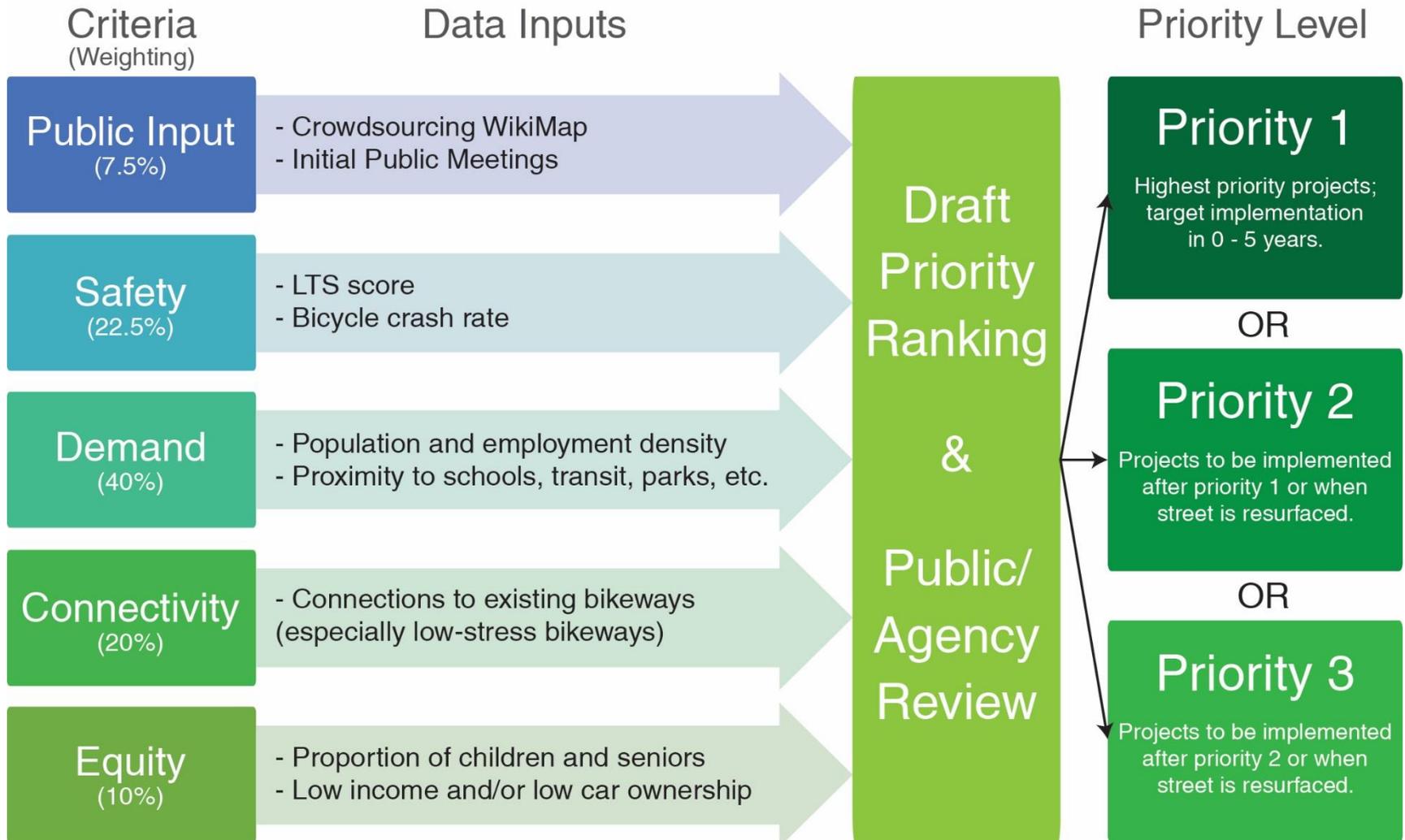


Developing a Low Stress Bicycle Network

- Separation and dedicated space increases with traffic volume and speed.
- Serves the largest share of the population to increase bicycling in our community.
- All proposed facilities were evaluated for gross technical feasibility.
- Additional considerations for determining separation between bikes and pedestrians

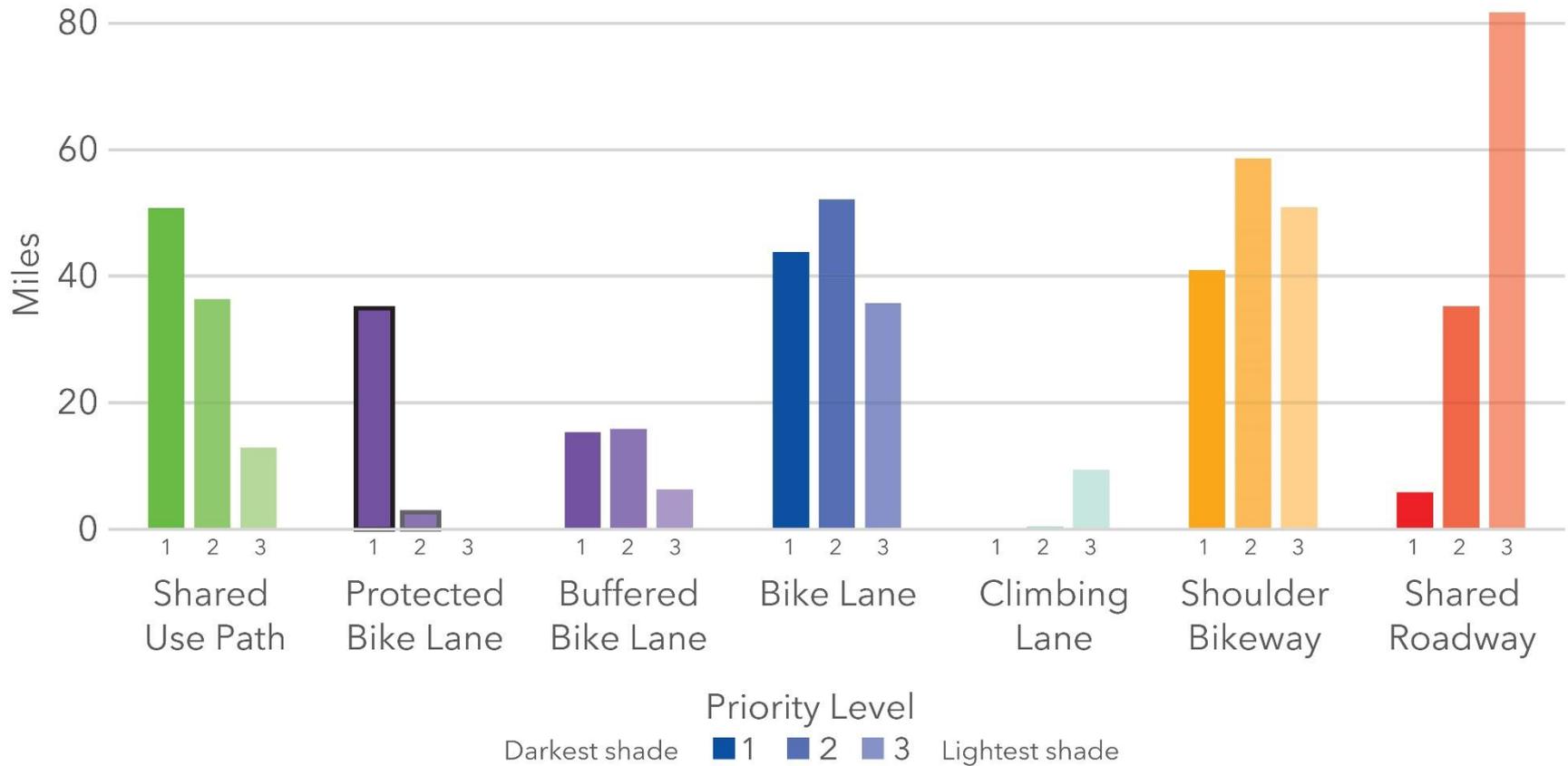


Project Prioritization



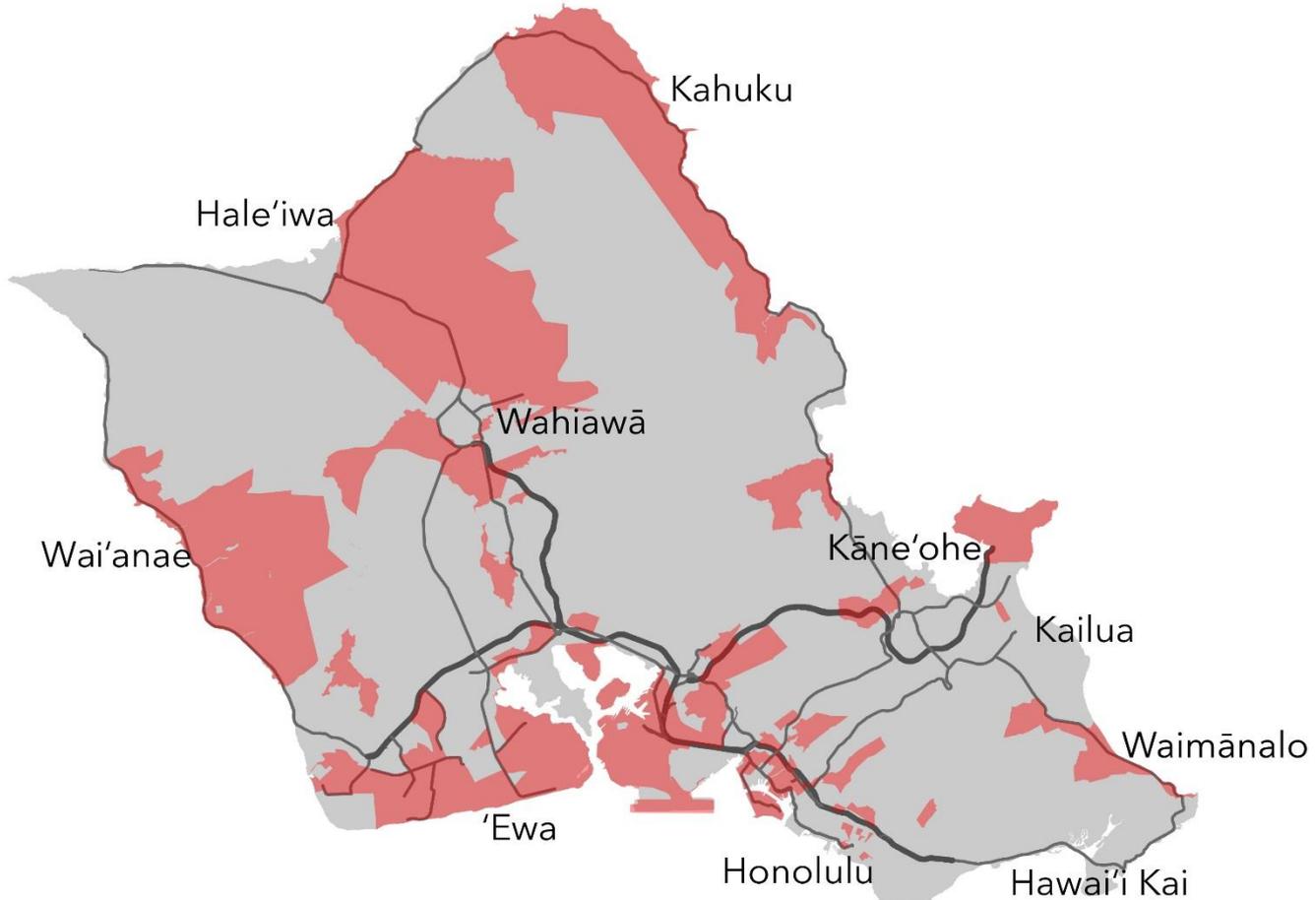
Proposed Bikeway Network - Facility Type

Proposed Bikeway Network
Mileage by Facility Type and Priority Level



Title VI and Environmental Justice

	Proportion of O'ahu population	Proportion of proposed bikeway mileage	Difference
Environmental Justice (EJ) Communities	34%	40%	+6%



Environmental Justice communities on O'ahu shown in red.

Project Costs and Funding Sources

Proposed Bikeway Network

Projected City Costs

Projected State Costs

Priority	Miles	Cost (\$ million)	Priority	Miles	Cost (\$ million)
1	88	\$52.0	1	103	\$56.9
2	101	\$53.9	2	85	\$73.6
3	135	\$40.3	3	54	\$37.6

- Operating Budget
- Capital Improvements Program (CIP) Budget
- Federal Highways Administration (FHWA) Funding
- Federal Transit Authority (FTA) Grants
- Safe Routes to School (SRTS)
- Developer Impact Fees

Implementation Strategies

Bike lane demonstration project and open-streets event on Cooke Street. (Source: Hawaii Bicycling League)



The climbing lane on Monsarrat Avenue was recently installed as part of a roadway resurfacing project



- Engage with the affected community early and often
- Consider demonstration projects to introduce new facilities
- Continue to take advantage of roadway resurfacing
- Integrate comfortable bicycle facilities into complete streets plans

Performance Measures

5-year Performance Measure (2024)	Baseline	Data Source	Plan Goals			
			1. Increase bicycle mode share	2. Enhance roadway cooperation	3. Encourage safe, convenient and pleasurable bicycling	4. Gold level Bicycle Friendly Community
Double the bicycle commuting mode share.	1.2% average (2013 - 2017)	ACS	✓			✓
Eliminate bicycle fatalities.	1.2 per year (2013 - 2017)	HDOH		✓	✓	✓
Reduce bicycle crashes by 25%.	199 per year (2013 - 2017)	HDOH		✓	✓	✓
Complete 100% of priority 1 bikeway projects.	0%	DTS	✓	✓	✓	✓
Provide secure bicycle parking at all HART stations and allow bikes on transit.	N/A	DTS/HART	✓		✓	✓
Double the number of participants in education and outreach events.	11,358 participants (FY 2018)	HBL/DTS		✓	✓	✓
Assess the condition of all shared use paths and complete or program repairs.	N/A	DTS/DFM/HDOT	✓		✓	✓
Conduct and publish annual bike counts for at least five separate locations.	N/A	DTS	✓			✓
Achieve gold level Bicycle Friendly Community status from the League of American Bicyclists	Bronze	LAB/DTS				✓

2019 O'ahu Bike Plan Update

MAHALO

For more information please visit the project website:

www.honolulu.gov/bicycle/bikeplanupdate



Title VI and Environmental Justice Program Implementation Plan

September 24, 2019

Requested Action

**Approve the 2019 OahuMPO Title VI/Environmental Justice Program
Implementation Plan as presented.**



Why a Plan for Policy Board Approval?

-Title VI Program required by
FHWA and FTA

(Checklists : 23 CFR 200 and FTA Circular C 4702.1B)

-OahuMPO must comply with requirements

(Requirement: Have an approved FHWA T6/EJ Plan every year, FTA every three years)

- **Combination Plan for FHWA & FTA**

(FHWA only requires approval of HDOT as primary recipient, FTA requires Policy Board approval)



What shaped this particular plan?

- Title VI of Civil Rights Act of 1964, 49 CFR, part 21 and all related regulations and directives.

(No discrimination on the grounds of **race, color, national origin, gender, age, or disability**; prevent discrimination of **low-income populations and minority populations**, meaningful access for **people with limited English proficiency**)

- The Civil Rights Restoration Act of 1987

(Include all program and activities of Federal-aid recipients and contractors whether federally funded or not; *Interpretation* – What is required of HDOT as recipient of federal funds applies to its administratively-affiliated agencies like OahuMPO).



What does a T6/EJ program address?

-Ensures that **public funds** are not spent in ways that encourages, subsidizes, perpetuates, results in, or turns away from discrimination.

-Title VI forbids intentional (**disparity in treatment**) and unintentional discrimination (**disparity in impact**).

Source: <https://www.codot.gov/business/civilrights/titlevi/title-vi-assets/title-vi-training-presentation-10-15.15>



Key elements of implementation plan

(HDOT has oversight and OahuMPO sought technical assistance from HDOT Civil Rights Officer who in turn consulted with FHWA Title VI officer and FTA representatives)

Element	FHWA	FTA	Element	FHWA	FTA
Nondiscrimination Policy Statement, signed.	x		Complaint procedures, complaint form, and Title VI Complaint Officer	x	x
DOT Standard Title VI Assurances, signed.	x		List of Title VI investigations, complaints, and lawsuits		x
Title VI Coordinator designated, organization & staffing.	x		Dissemination of Title VI information -Notice to the Public where posted	x	x
Description of primary program areas & how Title VI is addressed.	x		Public Participation Plan, outreach methods and efforts		x
Subrecipient review procedures	x	x	Compliance and Enforcement Procedures	x	
Data Collection, Reporting and Analysis	x		Limited English Proficiency/ Language Access Plan	x	x
Title VI Training	x				



Key elements of implementation plan

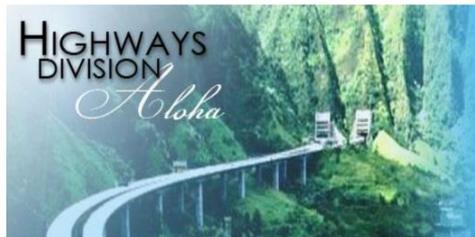
HDOT has oversight and OahuMPO sought technical assistance from HDOT Civil Rights Officer who in turn consulted with FHWA Title VI officer and FTA representatives)

Element	FHWA	FTA	Element	FHWA	FTA
Racial breakdown of non-elected members of non-elected advisory councils.		x	Descriptions of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.		x
Demographic profile of the metropolitan area		x	Demographic maps that show the impacts of the distribution of State and federal funds in the aggregate for public transportation projects		x
Copy of board meeting minutes approval of Title VI program.		x			
Sources: FHWA Regional Office Handout 2019, Colorado DOT Handout June 2015					



What shaped this particular plan?

Hawaii Department of Transportation
Federal Highway Administration
FFY 2019 Title VI Program Plan



Consultation
with HDOT
CRO

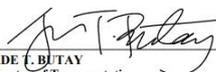


2018 draft



Other MPOs
2018 onward
drafts

work in progress!

Approved: 
JADE F. BUTAY
Director of Transportation

Nov 9, 2018
DATE



Some key elements

Attachment 1 Policy Statement

The OahuMPO complies with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. It assures that no person shall, on the grounds of **race, color, national origin, gender, age, or disability** be excluded from participation in, be denied the benefits of, or be subjected to discrimination **under any program or activity under any of its program, activity or service**. It assures also that every effort will be made to prevent the discrimination of **low-income and disadvantaged populations** in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and in Low-Income Populations. Finally, it assures that every effort will be made to provide meaningful access to **persons that have Limited English Proficiency** (“LEP”), in accordance with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency.



Some key elements

Title VI Coordinator, Title VI Liaison to HDOT, and Tasks Committed

- Coordinate T6/EJ program development within the OahuMPO;
- Establish procedures for implementing T6/EJ program review;
- Coordinate Title VI training;
- Prepare required reports;
- Provide advice on T6/EJ program to staff, Policy Board, CAC and TAC;
- Review and update this Plan as needed;
- Receive and respond to T6/EJ complaints.



Some key elements

Attachment 2

Assurances (From FHWA)

The OahuMPO agrees, as a condition to receiving any federal assistance for the USDOT through the HDOT, is subject and will comply with certain statutory/regulatory authorities (Title VI, 49 CFR Part 21, 28 CFR section 50.3). It provides general and specific assurances.



Some key elements

Attachment 3 & Attachment 4

Title VI Complaint Procedures & Form

Send to:

**OahuMPO Title VI
Complaint Officer**

or

**HDOT Civil Rights
Office**

Attachment 4
OAHU METROPOLITAN PLANNING ORGANIZATION
Discrimination or Title VI Complaint Form (English)

SECTION I		
Name (First, Middle Initial, Last Name) _____		
Address: _____	City & State _____	Zip Code _____
Telephone Number: Home _____	Work _____	Cell _____
Email Address: _____		
Accessible Format Requirement/s: Large Print ___ TDD ___ Audio Tape ___ Other (Specify) _____		
SECTION II		
Are you filing this complaint on own behalf? Yes ___ No ___		
If you answered "Yes," please go to SECTION III. If you answered "No" and filing on behalf of someone else, please provide the name and relationship to the person for whom you are complaining.		
Name (First, Middle Initial, Last) _____		
Relationship _____		
Do you have the permission of the above person to file a complaint on their behalf? Yes ___ No ___		
Please explain below why you have filed for the above person: _____		
SECTION III		
I believe the discrimination I experienced was based on (Circle all items that apply):		
Race Color National Origin Other, specify _____		
When did the alleged discrimination happen? (Specify dates, mm/dd/yy) _____		
Explain as clearly as possible how, what, when, and where you believe you were discriminated against. Include as much background information, including who was involved, and if known, include the name/s and contact information of the person(s) who discriminated against you. If more space is needed, please use and attach a separate sheet of paper. _____		
Signature of Complainant or Representative _____		Date _____

Title VI Complaint Form
Page 2 of 2

SECTION V	
Have you filed this with any other Federal or State agency? Yes ___ No ___	
If yes, please name all agencies that received this complaint: _____	
If yes, please provide information about a contact person at each agency/court from where the complaint was filed: _____	
Are you attaching written materials or other information that you think is relevant to this complaint? Yes ___ No ___	
_____ _____	
Signature of Complainant or Complainant Representative _____	Date _____
Please submit this form, and any attachment, in person at the address below, or mail to: OahuMPO Title VI Complaint Officer 707 Richards Street Suite 200 Honolulu, Hawaii 96813	
Form updated May 21, 2019	

This form is will also be translated as needed and upon request.



Some key elements

Attachment 5 Notification



Notifying the Public of Rights under Title VI

The Oahu Metropolitan Planning Organization (“OahuMPO”) operates its programs and services without regard to race, color, national origin, sex, age, or disability in accordance with Title VI of the Civil Rights Act and its implementing regulations. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the OahuMPO.

For more information on the OahuMPO’s Title VI Program, including the procedures for filing a discrimination complaint, contact the OahuMPO office by calling (808) 587-2015, emailing oahumpo@oahumpo.org, or visiting the OahuMPO Title VI and Environmental Justice page on <https://www.oahumpo.org/get-involved/how-to-participate/title-vi-and-environmental-justice/>.

If information is needed in another language, please contact (808) -587-2015.



Some key elements

Attachment 8

Language Access Plan

- Community Planner as **OahuMPO Language Access Coordinator**.-
- Committed to providing oral language services and to offer written translation of vital documents.
- The **Four-factor analysis** will be implemented to determine meaningful access:
 - The number or proportion of persons with Limited English Proficiency (“LEP”) to be served or served in the eligible service population.*
 - The frequency with which persons with LEP comes in contact with the services, programs, or activities of OahuMPO.*
 - The nature and importance of the services, programs, or activities.*
 - The resources available to the recipient and the cost for two types of assistance service -oral (interpretation) and written (translation).*
- Informing the public about their rights.
- Training and capacity building.
- Accountability and reporting.



Some key elements

Dissemination of Information

Information dissemination meant to reduce the barriers for participation by low income, minority or disabled individuals:

- Notifying the public of their right Under Title VI in vital documents, office, meeting places, and website.

- Disseminating public notice of meeting agenda to members of the public via accessible printed and electronic media, including posting on the OahuMPO website, City and County government event calendar, and State of Hawaii event calendar. The public notice will include instructions for auxiliary services like language interpretation and text telephone.

- Inclusion of agencies and organizations that represent low income, minority, and disabled populations in OahuMPO notification lists.



Some key elements

Dissemination of Information

Continuation....

-Evaluation of Title VI and Environmental Justice action to ensure the effectiveness of information dissemination and other elements of public participation.

-Providing procedures and forms for filing a discrimination complaint against the OahuMPO.

- When possible, holding public meetings in locations that are convenient to low- and moderate-income neighborhoods and accessible to disabled populations.

-Upon request, all OahuMPO work products and documents will be made available in alternative formats (e.g. large type and languages other than English.)



Some key elements

Monitoring of Subrecipients

OahuMPO as a subrecipient:

- OahuMPO will cooperate with any planned review set by the HDOT. It will seek technical assistance from HDOT, FHWA or FTA as needed.

OahuMPO's subrecipients:

-the OahuMPO will monitor and review sub-award agreements, semi-annual work progress reports, and closeout reports. It will also provide orientation or technical assistance to its subrecipients, as needed.



Some key elements

Public Participation Plan

The PPP does the following:

- outlines opportunities for public involvement and comment at key decision points during the development and planning of key OahuMPO work products;
- requires the need to address participation of T6/EJ populations.
- recognizes the Citizen Advisory Committee (CAC) as a key entity in early and continuous public involvement. The CAC bylaws call for a CAC that is broadly-based to include minorities and disadvantaged groups.
- requires further customization of public outreach and involvement for ORTP, TIP, and PPP.
- identification of resources on PPP techniques, tools, and methods.



Some key elements

Public Participation Plan

Among others, customization of public outreach and involvement must address the following Title VI and Environmental Justice (EJ) goals:

- 1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- 2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- 3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.



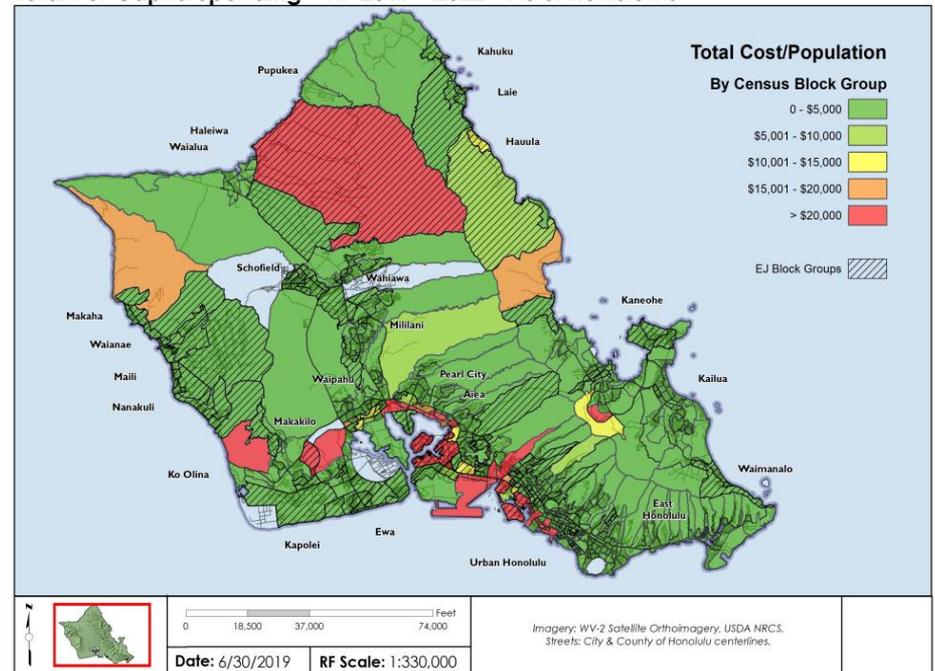
Some key elements

Data Collection and Equity Analysis

The Types of Data and Analysis:

Types of data helpful in determining compliance with Title VI and Environmental Justice (EJ) considerations:

Data	Analysis Of
Population	Regional Population and Growth Rates
	Regional Ethnic Composition
	Age Distribution by Race
	Number of Households by Income Group
	Median Household by Income
	Percent of Persons Below Poverty Line
	Percent of persons by Age Group With Mobility Limitations
	Percent of Elderly Persons
	Language(s) Spoken
	Percent of Disabled by Types of Disability
Mode Choice	Number of Trips Per Capita
	Percent of Households Without Automobiles
	Percent of Households by Income Groups Using Various Modes of Transportation (I.e., Bus, Carpool, Automobile, etc.)
	Percent of Persons by Ethnic, Gender and Disability Group Using Various Modes of Transportation (I.e., Bus, Carpool, Automobile, etc.)
	Transportation System Congested
Transportation System	Delay as Percentage of Travel Time
	Travel Time
	Exposure to Transportation Hazards (Environmental, Safety, Crime)
	Access to Jobs, Churches, Synagogues, Mosques, Medical Care, Schools, Emergency Services, Grocery Stores, Family
	Present and Future Location of Jobs
Employment	Present and Future Location of Housing
	Present and Future Location of Low-Income Communities
	Public Investing per Capita (Federal, State, and Local)
Other	





What next?

Title VI Plan

- Revisit and improve how we comply with requirements;
- Address implementation;
- Address Federal Certification Review Recommendation re: Equity Analysis.



Title VI and Environmental Justice Program Implementation Plan

September 24, 2019

Requested Action

Approve the 2019 OahuMPO Title VI/Environmental Justice Program Implementation Plan as presented.